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Trolley Sparks

BULLETIN 99 1955

WCJ

The Smaller Electric Railways of Illinois

CITY and INTERURBAN LINES
of
ILLINOIS
by B.J.Misek
BELOIT
Walworth
HARVARD
ZION
WAUKEGAN
NORTH CHICAGO
FREEPORT
ROCKFORD
Belvidere
Marengo
Mundelein
Carpentersville
ELGIN
Wheaton
CHICAGO
Sycamore
St.Charles
Geneva
Batavia
DEKALB
AURORA
Yorkville
JOLIET
Harvey
Chicago Heights
CLINTON
Dixon
Sterling
Amboy
Middlebury
DAVENPORT
MUSCATINE
Watertown
ROCK ISLAND
Princeton
Lodd
Peru
LaSalle
Ottawa
Morris
Bureau
Kewanee
Galva
Aledo
Alexis
Streator
Dwight
Bourbonnais
KANKAKEE
Pontiac
GALESBURG
E. Galesburg
Knoxville
Monmouth
Abingdon
Formington
PEORIA
Fairview
Norris
CANTON
Pekin
BLOOMINGTON
Lewiston
Paxton
KEOKUK
Hamilton
Warsaw
Clinton
LINCOLN
URBANA
DANVILLE
Grope Creek
Homer
Cotlin
CHAMPAIGN
QUINCY
Ridge Farm
SPRINGFIELD
M'burg
DECATUR
Rochester
Jacksonville
Toylorville
Paris
Charleston
TERRE HAUTE
Mattoon
Corlinville
Schram City
Hillsboro
Jerseyville
Taylor Springs
Stounton
ALTON
EDWARDSVILLE
E. ST. LOUIS
ST. LOUIS
Lebanon
Belleville
Centrol City
Centrolia
Wamac
Woterloo
Mount Vernon
Carterville
Herrin
Johnston City
Carrier Mills
Murphysboro
Morion
Horrisburg
Corbondale
Eldorodo
Anna
Elizobethtown
Jonesboro
Mounds City
CAIRO

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The Smaller Electric Railways of Illinois . . . . . .

FOREWORD:

Several years ago CERA began a series of yearbook publications in the album form dealing with the electric railways of one of the midwestern states each year. When the series was started, it seemed probable that the first issue of this kind might be CERA's last for a while, and the idea seemed to offer a practical way for liquidating CERA's publication fund and its accumulated publications material. Previous bulletins had usually concentrated on one or two specific railways' history, on some new development or on a phase of electric railway operation.

While the continued need for the detailed research on individual subjects is unchallenged, the response to the album yearbook, with its general catalog-like coverage of many properties indicated that an important need was being filled. So, instead of dying with that Ohio book, CERA's publication program started off fresh. The Ohio books were snapped up quickly and can now only be obtained as a collector's item from rare book dealers. The next year's Wisconsin book proved the appeal of this general form well enough to override the financially disastrous effects of a flood which doubled the cost of its preparation.

Last year, when the subject matter shifted to the State of Illinois, the amount of material was too great to get into one year's budget, so that the 1955 yearbook was confined to the system of street and interurban railways affiliated under the name "Illinois Traction System". This year the bulletin covers "The Smaller Electric Railways of Illinois", which picks up all the remaining lines in this state except the big Chicago group, which are held over for future years.

With very few exceptions, it has been the policy to repeat no material here that has appeared in previous CERA publications; rather, the space has been utilized to include as much hitherto unpublished information as possible.

For further data, please refer to the following CERA bulletins:

B-1	Chicago North Shore & Milw. R.R.
B-2	Chic. Rapid Transit, Met. Divn.
B-3	Chicago & West Towns Ry.
B-4	Chic. South Shore & South Bend R.R.
B-5	Chicago Aurora & Elgin Roster.
B-13	CNS&M Modernized Car 741.
B-14	Illinois Central Elec. Suburban.
B-22-23	CNS&M Electroliners.
B-27	Chicago Surface Lines Roster.
B-28	Illinois Terminal R.R. Class D loco.
B-29	CERA Official Car 300.
B-34	Springfield (Ill) Transportation Co.
B-41	Modernization of CSS&SB Car 15.
B-55	Album of Illinois Traction car 270.
T-13	Chicago's Wartime Paint Jobs.
T-15	Anniversary of Chicago Subway.
T-2-4	Evanston Railway.
B-64	CA&ERy and its New Cars.
T-2-12	Peoria Railway.
T-3-1	Peoria, continued.
B-68	Cars of the North Shore Line.
B-69	Kewanee & Galva Railway.
B-73	PCC Equipment for Chicago "L".
B-76	The South Shore Line.
B-77	The Illini Trail (CO&P-C&IV).
B-80	Electric Car Orders 1906-1947.
B-82-83	Illinois Terminal R.R. Streamliners.
B-85	VHF Radio for South Shore Line.
B-88	South Shore Line 800-class Locos
B-93	Chicago & Interurban Traction Co.

In addition, of course, there were many brief items in other issues not listed above.

For index and credits, please turn to page 134

EVANSTON RAILWAY COMPANY

After a number of abortive attempts by local interests, street car service came to Evanston in 1893, as part of a through route from Chicago. Under the name Chicago & North Shore Street Railway, the line operated via Evanston Avenue, now called Broadway, and Clark Street on Chicago's North Side. Crossing into Evanston at Howard Street, the line continued on Chicago Avenue to Dempster Street, then west to Sherman Avenue and north to Emerson Street. The entire route was double-tracked.

In 1895 the Evanston City Council granted permission to extend the route northward from Emerson Avenue to Central Street. By 1896 the Evanston operation consisted of 17 miles of track, with 25 cars. In 1899 the property was swallowed up with half-a-dozen other north and west side Chicago lines to form the Chicago Consolidated Traction Company. During this period extension was made on Central Street to Lincolnwood Drive.

After legal and financial difficulties the lines outside of Chicago passed to the County Traction Company, who operated them with cars rented from Chicago Railways Company, successor to the lines within the city. After labor difficulties, culminating in a strike, the Evanston line passed to the Evanston Railway Company in 1913. The new company, armed with a 20-year franchise, rebuilt most of the track, using "T" rails.

A new carhouse, described in the trade papers as a combination of the artistic with the practical and built "at reasonable cost to please the aesthetic ideas of a most particular community" was erected on Central Street just west of the North Shore Channel. St. Louis Car Company delivered 13 double-truck arch-roof two-man cars with maximum-traction trucks, steel underframes and drop platforms.

Interior finish of the cars was cherry with bronze trim; outside the cars were green with gold striping. There were no destination signs, the only identification being "EVANSTON RAILWAY CO." in gold letters on each side of the car.

Coincident with the 1913 separation from Chicago lines, a single track was built eastward from Chicago Avenue on Howard Street to the elevated station at Hermitage Avenue, entirely on the Evanston side of the street, which forms the limits of the two cities. A track connection through between Clark Street and Chicago Avenue was maintained, however, for the life of the street car operation. The crossing of the elevated at Chicago Avenue and Juneway Terrace was grade-separated. A second crossing at Central Street was originally at grade, but was eliminated by the elevation of the rapid transit line in the late 1920s.

In 1926 a mile of double-track extension was completed on Central Street bringing the line to Crawford Avenue. This replaced the corresponding portion of the subsidiary North Shore & Western Railway which had operated on Harrison Street, one block to the south, from the Lincolnwood terminal. At the same time six additional identical cars were added to the fleet, continuing the number series from 14 to 19. This turned out to be more equipment than needed and both 16 and 17 are said to have been little if ever used.

As Evanston grew, the area of coverage of street car service was supplemented by motor bus routes. In the early 1930s a modernization program was carried out on the street cars, with new comfortable leather upholstered seats and a tasteful new brown-and-tan paint job. Final replacement of street cars in Evanston came on November 11, 1935.

NORTH SHORE & WESTERN RAILWAY

Incorporated in 1906 to run electric railway service between Evanston and Elgin, North Shore & Western succeeded primarily in providing a "boon to Glenview golfers", as the line never did more than connect the Glenview Golf Club with the end of the Evanston street car line at Central Street and Lincolnwood Drive.

A single track was built west along the north side of Harrison Street to Gross Point, then on a right-of-way along the south side of the road to the Chicago River, north branch, which is hardly more than a creek at this point. After a trestle was completed, cars crossed to a terminal in the Golf Club, with a turnout in front of the Westminster Country Club.

MIDLOTHIAN & BLUE ISLAND RAILROAD:

The Midlothian Country Club, located about 18 miles southwest of the Chicago Loop, was opened in 1898, well before the days of hard roads or automobiles. Its members naturally felt there was need for some kind of shuttle transportation between the club grounds and the Chicago Rock Island & Pacific Railroad main line Midlothian station. As a result the Midlothian and Blue Island Railroad was built to fill this 1 1/4 mile gap, with the ultimate hope of building a further line paralleling the steam railroad into the nearby town of Blue Island and thus further improving the usefulness of the service by connecting with the interurban line to Chicago as well as tapping more population directly.

Original equipment consisted of two second-hand steam road coaches and a Forney type steam locomotive from the recently-electrified South Side Elevated Railroad in Chicago.

In the summer of 1911 the golf club itself took over the stock, which had been owned by a few individual members prior to then, and electrified the line. A single-truck street car was acquired from the Chicago Consolidated Traction Company to begin the new service, and later a double-truck job was bought new from McGuire-Cummings car plant at Paris, Illinois.

The entire line was on private right-of-way, with only one grade crossing. Power was purchased from the Public Service Company: To keep costs down, power was only fed into the line while trip was in progress and the substation was shut down during layover times.

Single cash fares were 25¢, with round trip and 10-round trip tickets, a rather high rate for the period. Tickets were sold at Rock Island stations in Chicago, Englewood and Midlothian.

Service was frequent during summer, with just a few trips per day in spring and fall and nothing at all during winter. Patronage was almost solely from patrons or staff of the golf club, so that it fell an early victim to the private automobile and folded in 1928.

AMPERES D.C.

WBC

CHICAGO & WEST TOWNS RAILWAY:

The earliest local rail transportation in the western suburbs of Chicago was given by steam dummy railroads built in the 1880s. In 1896 the passenger operations of these lines were taken over by the Suburban Railroad.

The Cicero & Proviso Street Railway was incorporated in 1889 and ran its first electric cars on February 12, 1891. Expansion of the two properties with much financial and corporate activity ended on July 15, 1913 when the lines were acquired by the Chicago & West Towns Railway Company.

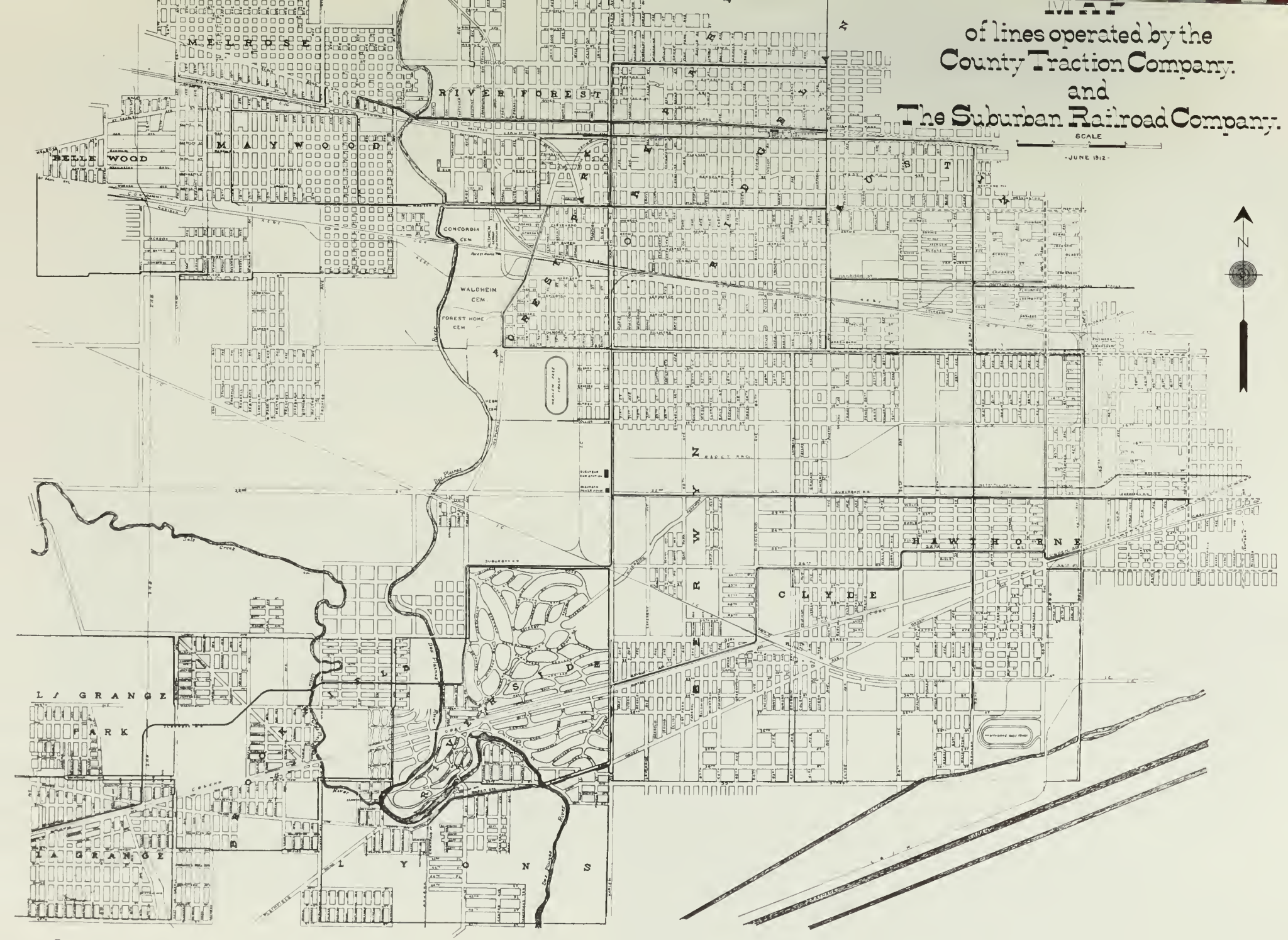
Modernization followed bringing a fleet of 100% McGuire-Cummings-built street cars to the system. With the advent of motor buses in 1922, no further rail extensions of any importance were made.

In 1936 a disastrous fire destroyed much car equipment at the Lake Street barn, marking the beginning of the decline of rail operation. In 1940 the Chicago Avenue line was converted to bus, cutting the rail system into two parts linked only by a roundabout route over Chicago Surface Lines.

After the war the remaining lines were rapidly converted to bus, with the last cars running on the LaGrange line April 10, 1948.

An excellent comprehensive bulletin describing this system has been published by the Electric Railway Historical Society.

FB


MAP
of lines operated by the
County Traction Company.
and
The Suburban Railroad Company.
SCALE
JUNE 1912
N
MELROSE
RIVER FOREST
MAYWOOD
BELLWOOD
CONCORDIA CEM.
WALDHEIM CEM.
FOREST HOME CEM.
HAWTHORNE
CLYDE
LA GRANGE PARK
LA GRANGE
LYONS
Des Plaines River

CHICAGO & INTERURBAN TRACTION .....

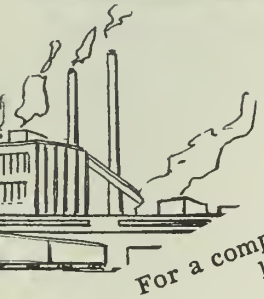
Chicago & Interurban Traction Company, "The KanKaKee Line", was probably Chicago's least needed interurban line, and one whose history is an almost constant succession of failures, losses and receiverships. The line was an early victim of bus, truck and railroad competition and bowed out less than 20 years after completion of its line into Kankakee.

Earliest predecessor was the Englewood & Chicago Street Railway, a storage battery operation between 63rd Street and Mt. Greenwood cemetery in Morgan Park. By 1897 its operation extended into Blue Island. In that year the road was sold under foreclosure to the Chicago Electric Traction Company and by 1899 it had been extended into Harvey, where a second battery charging station was built (the first was at 88th & Vincennes) to give the cars the energy needed to make the return trip. By 1900 the company was ready to give up the storage battery idea and undertook electrification. Altho this was completed by July, 1901, it cost another receivership.

Foreclosure sale in 1907 transferred the property to the Chicago & Southern Traction Company, which was planned to connect Chicago with Kankakee and Lafayette. Construction of extensions went ahead and the first regularly scheduled car reached Kankakee from 79th & Halsted terminal on November 5, 1907. Entrance in Kankakee was over trackage rights on the North Kankakee Electric Light & Railway Co. By 1910 there was another substantial deficit accumulated and receivership came again in October, 1911.

Early in 1912 Chicago & Interurban Traction Company took over the lines south of the Chicago limits, while the lines in town became part of the Chicago City Railway. The basic problems were not licked, however, and another receivership came. This time, the Public Service Company of Northern Illinois, a principal creditor, brought a staff of competent transportation engineers in to make what they could from the deteriorated property, but their efforts came to nought and the line was abandoned April 23, 1927.

WBC



For a complete study of the KanKaKee line, see CERA Bulletin 93, which reviews its colorful history from storage battery days to the creaky interurban of the '20s.

WBC

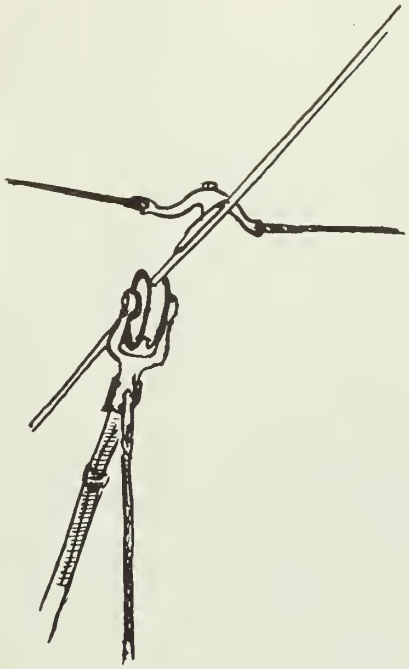
JH

SDM

SDM

WBC

Basic original interurbans of the Joliet line were only slightly different from the larger street cars of the early 1900s.



CHICAGO & JOLIET ELECTRIC RAILWAY

The Chicago & Joliet Electric Railway had its beginnings in the Joliet Street Railway, a horse-car operation which came into being in 1885. The three original lines were: Cass Street to the Cemetery, Collins Street to the Penitentiary, and a west side route crossing the DesPlaines River and extending to the top of the Jefferson Street hill. A car barn was provided on Second Avenue.

In 1892, the company electrified its lines and added routes to Lockport, Rockdale, Hickory Street, Boulevard Heights, Brooklyn, South Chicago Street, Orphan's Home and Country Club, Ingalls Park and Second Avenue.

Around the turn of the century the property passed into the control of the American Railways Company, a group of Philadelphia capitalists who were building electric railways thruout the country. The new group appointed Frederick E. Fisher manager and commenced building an interurban route from Lockport north to Chicago. For construction purposes, two companies were organized: Chicago & Joliet Rapid Transit Company to build in Will County and Chicago & Desplaines Valley Electric Railway to build and operate in Cook County.

The line to the city limits of Chicago was placed in service on September 25, 1901, altho the line between Joliet and Lemont, 13 miles, had been in service then almost a year. A terminal was established at Cicero and Archer Avenues, where connection was made with the Chicago City Railways Archer Avenue line. Thru service was often considered, and is said to have been attempted in the very early days, but a permanent arrangement for a "one-seat" ride never came into being.

A branch was built from Summit to Lyons, thus making a connection to the Chicago Railways system thru the Ogden Avenue line of the Suburban Railroad, later the Chicago & West Towns Railway. Enough double track was installed on the main line by 1904 to permit a practical half-hour service.

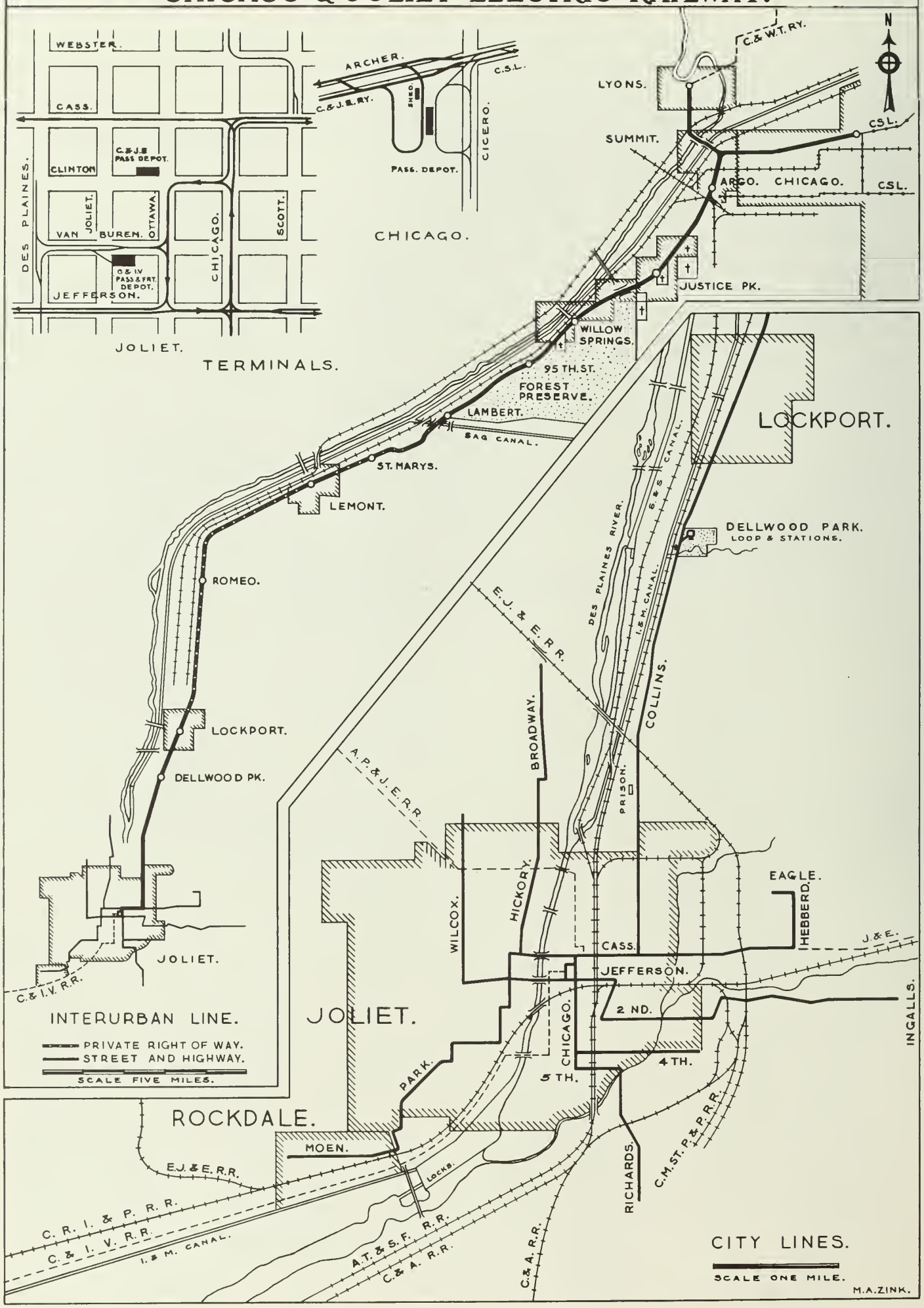
To promote business, the company constructed Dellwood Park four miles north of Joliet, with all the usual amusement park attractions plus a Chautauqua.

In 1915 the control of the property passed to the Central Illinois Public Service Company, which operated a scattered system of power and traction companies, including the Mattoon Charleston, Eldorado-Harrisburg and Jonesboro-Anna lines. Riding remained heavy until the advent of the motor car and the network of hard roads.

The company's car designs had always been progressive, for a small outfit. In 1911 C&J was one of the first interurban companies to buy cars with the plain arch roof instead of the usual monitor, thus gaining a simplicity in construction and an economy in maintenance. Some of the original monitor-roof interurbans were rebuilt with arch roofs, to match the two multiple-unit cars of the 1911 order.

Falling traffic and rising costs in the mid-20s brought forward modernization plans and a fleet of new cars. For city service there were new one-man cars, double-ended; for interurban service there were four new double-enders and six new single-enders, all one-man. In 1928 there were two notable experimental cars in an early attempt to make a radical break from the conventional style of street car--- a sort of pre-PCC development. One was a single-trucker and the other a double-trucker; both were single-end cars with deluxe interior accommodations.

CHICAGO & JOLIET ELECTRIC RAILWAY.



Two heavy arch-roof interurbans were equipped for train operation.

The arch-window lightweights were transferred to Joliet by its Central Illinois Public Service management when the Mattoon-Charleston interurban folded; still later they wound up at Jamestown, New York. . . . . Thru service over Illinois Valley lines to Starved Rock, indicated in the head-on view, was very short-lived.

Dellwood Park

THE DELIGHTFUL SPOT FOR A DAY'S OUTING

is situated on the line of the Chicago and Joliet Electric Railway, 26 miles from the City of Chicago, and 4 miles from Joliet.

SUMMER OUTINGS

¶ The natural facilities at Dellwood for Summer Outings and Picnics are unexcelled, while the management has installed every known convenience for the comfort of visitors.

¶ On the picnic grounds is a large building with concrete floor, stationary tables and seats for hundreds, running water, and well lighted in the evening. This building is furnished free to picnic parties.

¶ The water supply is drawn from an artesian well, coming 1,750 feet below the surface.

¶ No party is too large or too small to enjoy Dellwood Park and to receive all the benefits that are extended to visitors.

¶ A commodious restaurant is maintained where a good service is given at reasonable rates.

DESCRIPTIVE CIRCULARS

of the Park and special transportation rates given on application. A representative will personally call on committees in Chicago, if desired, regarding our facilities and fare rates. Address

DELLWOOD PARK COMPANY
JOLIET - ILLINOIS

ONLY DIRECT ROUTE CHICAGO TO STARVED ROCK STATE PARK

SPECIAL RATES

From Chicago, Archer Avenue Limits, to Starved Rock State Park via Joliet, Chicago, Ottawa & Peoria Ry. $1.50 Round Trip fare for Parties of 50 or more. Parties Under 50 People, $1.75 fare for Round Trip.

SPECIAL SERVICE

Parties of 50 or more will be given Special Service from Chicago to Joliet and Return and Trail Cars will be Reserved Joliet to Starved Rock and Return if arranged for in advance. The Chicago, Ottawa & Peoria Ry. operate Two-Car Trains every Sunday leaving Joliet 8 a. m., 9:35 a. m., (limited,) and 10 a. m.

CHICAGO-JOLIET ELECTRIC RAILWAY SERVICE

OFFICIAL

TIME TABLE

EFFECTIVE JUNE 1, 1915

Chicago, Summit, Argo, Mt. Forrest
Willow Springs, Lambert (Sag),
Lemont, Romeo, Lockport,
Dellwood Park, Joliet.

TO REACH OUR DEPOT, TAKE CARS ON STATE STREET MARKED "ARCHER LIMITS"

CHICAGO & JOLIET ELECTRIC RAILWAY COMPANY

W. H. HEUN, Supt. Transportation — MAIN OFFICE Clinton & Ottawa Sts. — J. R. BLACKHALL, Gen. Manager

JOLIET, ILLINOIS

Time Table and General Information—(Over)

Chicago & Joliet Electric Railway Company

SOUTH BOUND

	A. M.							P. M.										
Chicago (Archer & 48th Aves.) Lv.	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	12 10
Lyons Lv.	8 28	7 28	8 28	9 28	10 28	11 28	12 28	1 28	2 28	3 28	4 28	5 28	8 28	7 28	8 28	9 28	10 28	*
Summit	8 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	12 18
Argo	6 43	7 43	8 43	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43	5 43	6 43	7 43	8 43	9 43	10 43	12 22
Sub-Station	6 45	7 45	8 45	8 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	8 45	10 45	12 25
Bethania	8 48	7 48	8 48	8 48	10 48	11 48	12 48	1 48	2 48	3 48	4 48	5 48	6 48	7 48	8 48	9 48	10 48	12 28
Justice Park	6 50	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	8 50	7 50	8 50	8 50	10 50	12 30
Mt. Forest	6 53	7 53	8 53	9 53	10 53	11 53	12 53	1 53	2 53	3 53	4 53	5 53	6 53	7 53	8 53	9 53	10 53	12 33
Willow Springs	6 55	7 55	8 55	8 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55	12 35
Lambert (Sag)	7 05	8 05	9 05	10 05	11 05	12 05	1 05	2 05	3 05	4 05	5 05	6 05	7 05	8 05	9 05	10 05	11 05	1238
Hastings	7 09	8 09	8 09	10 09	11 09	12 09	1 09	2 09	3 09	4 09	5 09	6 09	7 09	8 08	9 09	10 09	11 09	18 41
Lemont	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 43
Romeo	7 24	8 24	9 24	10 24	11 24	12 24	1 24	2 24	3 24	4 24	5 24	6 24	7 24	8 24	9 24	10 24	11 24	12 53
Lockport (9th St.)	7 33	8 33	9 33	10 33	11 33	12 33	1·33	2 33	3 33	4 33	5 33	6 33	7 33	8 33	8 33	10 33	11 33	1 02
Dellwood Park	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	8 40	10 40	11 40	1 08
Penitentiary	7 43	6 43	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43	5 43	8 43	7 43	8 43	9 43	10 43	11 43	1 10
Joliet Ar.	8 00	8 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	8 00	7 00	8 00	8 00	10 00	11 00	12 00	1 25

NORTH BOUND

	A. M.							P. M.										
Joliet (Clinton & Chicago Sts.) Lv.	5 00	8 00	7 00	8 00	8 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	8 00	7 00	8 00	8 00	10 00
Penitentiary	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	8 10	7 10	8 10	8 10	10 10
Dellwood Park	5 15	8 15	7 15	8 15	8 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	8 15	7 18	8 15	9 15	10 15
Lockport (9th St.)	5 18	8 18	7 18	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	9 18	10 18
Romeo	5 28	6 28	7 28	8 28	8 26	10 28	11 28	12 28	1 28	2 28	3 28	4 28	5 26	8 28	7 28	8 28	8 28	10 26
Lemont	5 35	6 35	7 35	8 35	8 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35	8 35	10.35
Hastings	5 40	8 40	7 40	8 40	8 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	8 40	7 40	8 40	8 40	10 40
Lambert (Sag)	5 48	6 48	7 48	8 48	9 48	10 48	11 46	12 48	1 48	2 48	3 46	4 46	5 46	6 48	7 48	8 48	8 48	10 48
Willow Springs	5 55	6 55	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	8 55	10 55
Mt. Forest	5 57	6 57	7 57	8 57	9 57	10 57	11 57	12 57	1 57	2 57	3 57	4 57	5 57	8 57	7 57	8 57	8 57	10 57
Justice Park	6 00	7 00	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 00
Bethania	8 03	7 03	8 03	9 03	10 03	11 03	12 03	1 03	2 03	3 03	4 03	5 03	6 03	7 03	8 03	8 03	10 03	11 03
Sub Station	6 07	7 07	8 07	9 07	10 07	11 07	12 07	1 07	2 07	3 07	4 07	5 07	6 07	7 07	8 07	8 07	10 07	11 07
Argo	6 09	7 09	8 09	9 09	10 09	11 09	12 08	1 09	2 09	3 09	4 09	5 09	*6 09	7 09	8 09	8 08	10 09	11 09
Summit	8 12	7 12	8 12	9 12	10 12	11 12	12 12	1 12	2 12	3 12	4 12	5 12	6 12	7 12	8 12	9 12	10 12	*
Lyons Ar	6 25	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	8 25	10 25	11 25
Chicago Ar.	6 22	7 22	8 22	9 22	10 22	11 22	12 22	1 22	2 22	3 22	4 22	5 22	6 22	7 22	8 22	9 22	10 22	11 22

Cars half hourly Saturdays, Sundays and Holidays. Additional service to Summit, Argo, Bethania, Resurrection and Willow Springs each hour from 7 a. m. to 6 p. m. Car leaving Chicago at 12:10 a. m. is held over from 11:30 p. m. to accommodate theatre patrons.

*On Lyons division Saturdays and Sundays an additional p. m. trip is made, last car leaving Summit at 11:12 and Lyons at 11:28 p. m.

CHICAGO CONNECTIONS—With Chicago City Railway Cars at 48th and Archer and at Lyons.

HOW TO REACH US

Joliet lines may be reached from various parts of Chicago as follows:

BUSINESS DISTRICT—Take "Archer Limits" car on State Street to City Limits, 48th and Archer Avenue, or take car south on Clark Street and transfer west on Archer Avenue.

SOUTH SIDE—Take any car crossing Archer Avenue or 63rd Street and transfer west on either of these streets to City Limits, at 48th and Archer Avenue.

WEST AND NORTH SIDE—Take any line crossing Ogden Avenue and transfer to Lyons car west on Ogden Avenue, or transfer south on Kedzie Ave., Western Ave. or Halsted street and transfer thence to "Archer Limits" car west on Archer Avenue..

TICKET FARE RATE

Subject to change without notice

BETWEEN	Miles	One Way	Round Trip
Chicago and Bethania	6.7	10 cts.	18 cts.
Chicago and Willow Springs	9.2	15 "	28 "
Chicago and Lambert (Sag)	12.3	20 "	38 "
Chicago and Lemont	17.2	25 "	48 "
Chicago and Romeo	20.7	30 "	58 "
Chicago and Lockport	24.4	35 "	65 "
Chicago and Dellwood Park	25.	35 "	65 "
Chicago and Joliet	30.	40 "	75 "

Cash fare between various stations is 5 cents.

Places of Interest Reached by Our Line

DELLWOOD PARK

Located near Joliet. See next page for description.

ILLINOIS STATE PENITENTIARY—Located at Joliet. Visiting hours: 9:30 a. m., 11:00 a. m., 2:00 p. m., and 4:00 p. m.

CANAL—Located at Lockport. Alight at Ninth Street.

HYDRO ELECTRIC PLANT—Located between Dellwood Park and Joliet. Alight at Bruce's landing.

GENERAL INFORMATION

PURCHASE TICKETS—Passengers are requested to purchase tickets before entering the cars. Round trip tickets are less than cash fare.

SPECIAL CARS—Special cars and funeral cars can be chartered at reasonable rates. Rates given on application to the Supt. Transportation, Joliet, Ill., who will gladly furnish any further information that may be desired.

LOST AND FOUND DEPARTMENT—Articles found in the Company's cars are taken to the Transportation Department, Joliet, Ill., where they may be claimed by the owners.

DISPUTES—In case of dispute with an agent or conductor, regarding fare, it is advisable to pay the fare requested and refer the matter to the Company, who will investigate and adjust any differences.

COMPLAINTS—Any complaint regarding car service or incivility on the part of employes should be made to the Company's office at Joliet, and proper attention will be given same.

MAIN OFFICE—Joliet, Ill. Telephones 271.

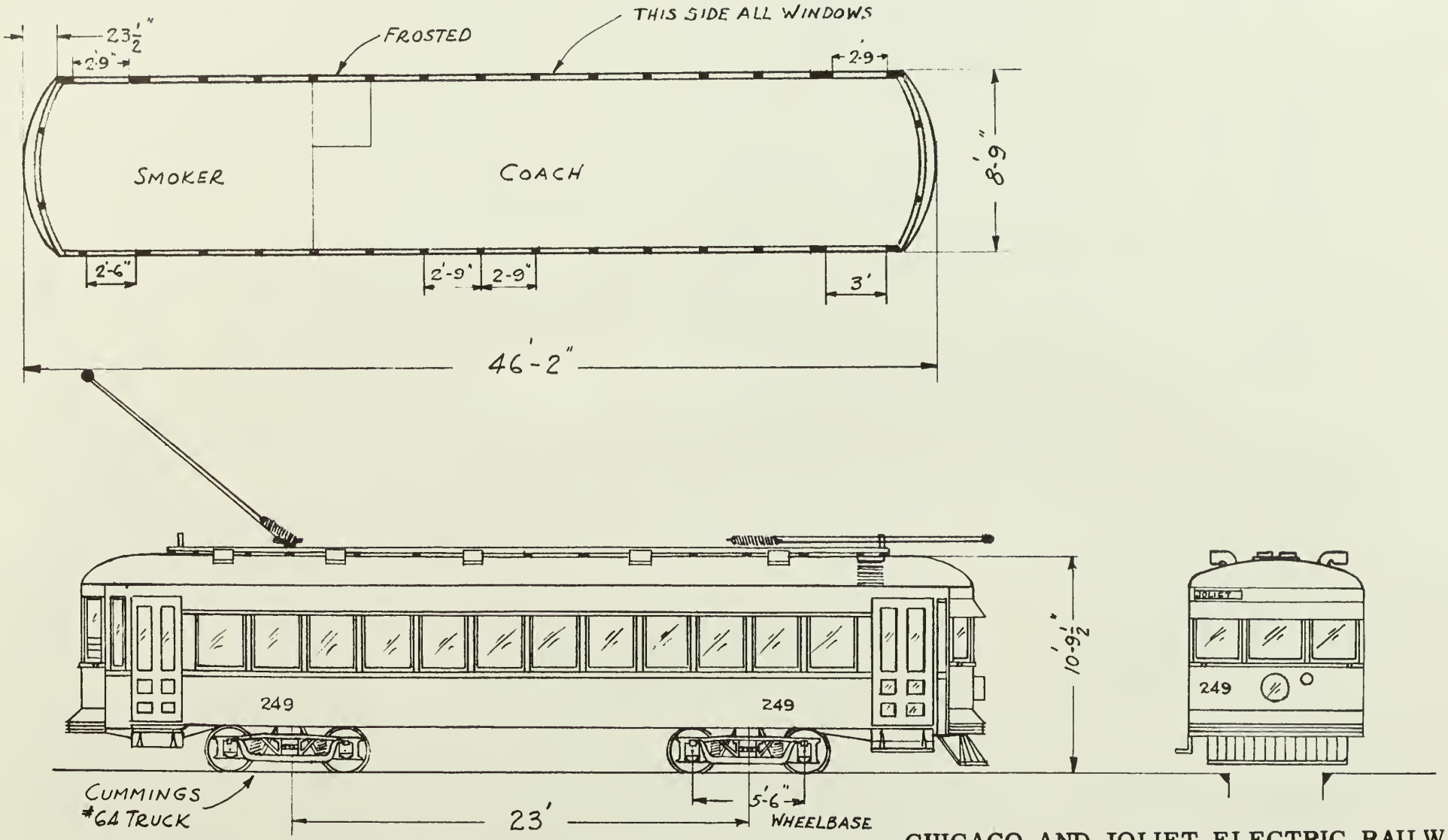
CHICAGO TERMINAL STATION—Archer and 48th Avenues. Telephone, Yards 2800.

(Collection: AGM)

C&JE did much more than would be expected of a small property to develop new ideas in transit cars, as was evidenced by its sample single and double-truck street cars.

Archer & Cicero: C&JE's Chicago terminal and interchange with the local street railways.

Early C&JE city equipment was interesting, if more conventional than that of later years.



COLOR SCHEME
ROOF: TAN
ROOF TO BELT RAIL: SCARLET
BELOW BELT RAIL: GRAY (LIGHT)
UNDERBODY: BLACK

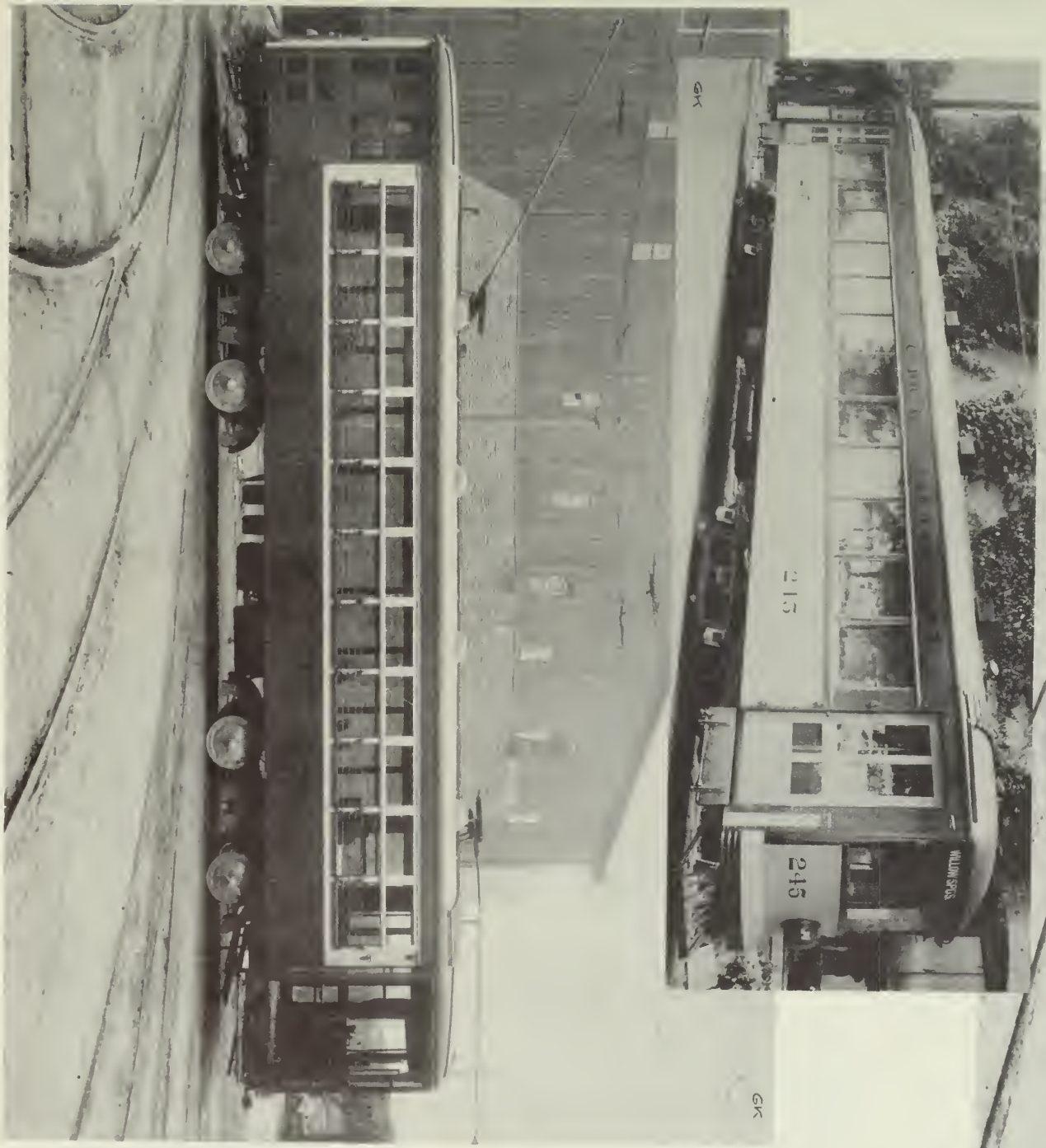
LK

CHICAGO AND JOLIET ELECTRIC RAILWAY

LIGHTWEIGHT INTERURBAN

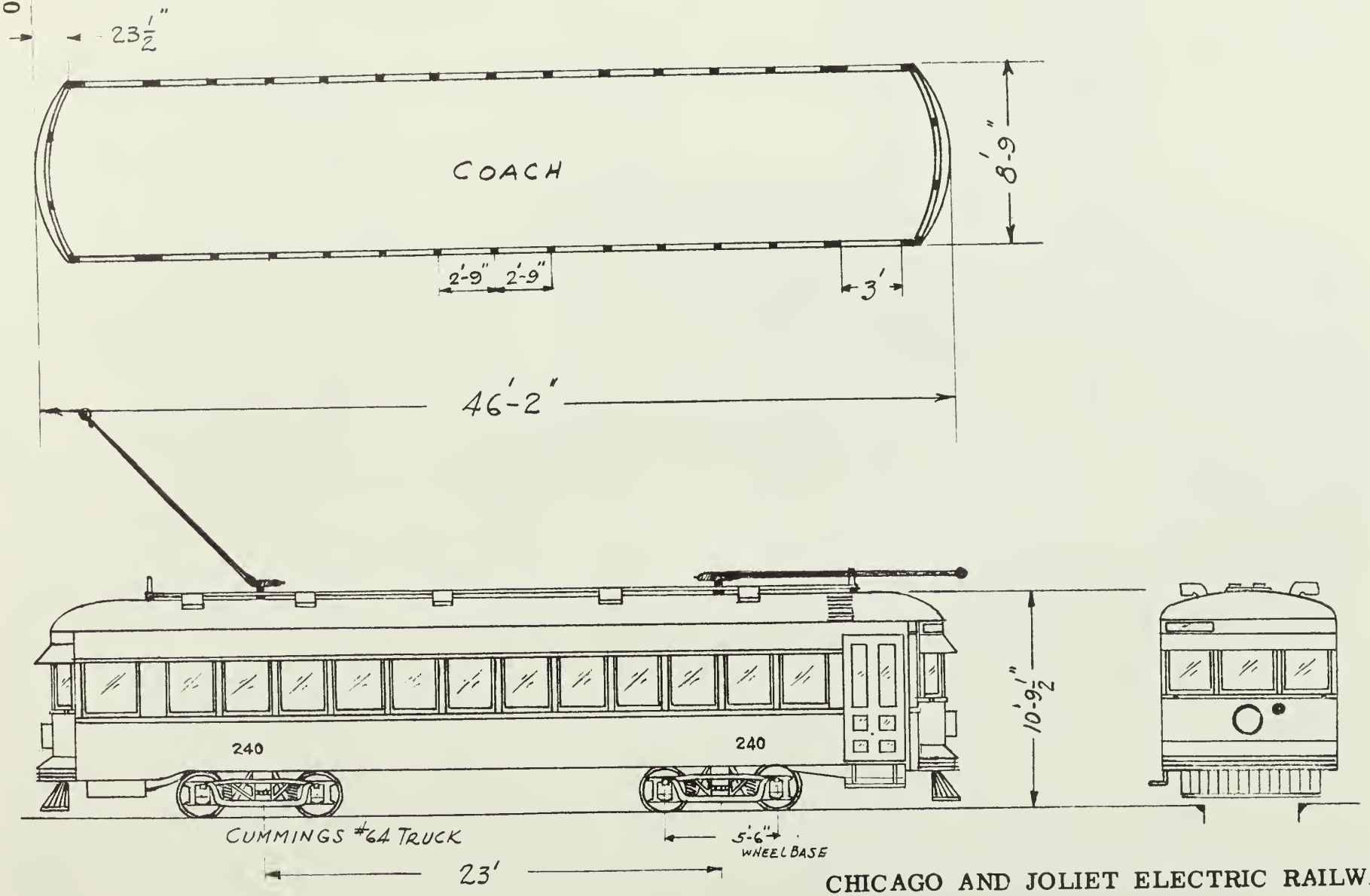
6 cars, 244-249, built 1927, Cummings Car & Coach Co.

Drawn by: Leo Komuchar
in HO scale.



A notable attempt to improve the "chassis and transmission" of a street car brought about the development of the Timken truck shown here on car 218.

C&JE's Cummings-built lightweights were quite dressy and their unusual visor-like front windshield canopies added a distinctive touch that one came to expect always from the road's progressive shops.



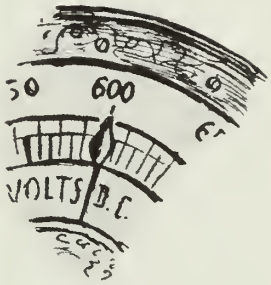
COLOR SCHEME
ROOF: TAN
ROOF TO BELT RAIL: SCARLET
BELOW BELT RAIL: GRAY (LIGHT)
UNDERBODY : BLACK

CHICAGO AND JOLIET ELECTRIC RAILWAY

LIGHTWEIGHT INTERURBAN

4 cars, 240-243, built 1927, Cummings Car & Coach Co.

Drawn by: Leo Komuchar
in HO scale

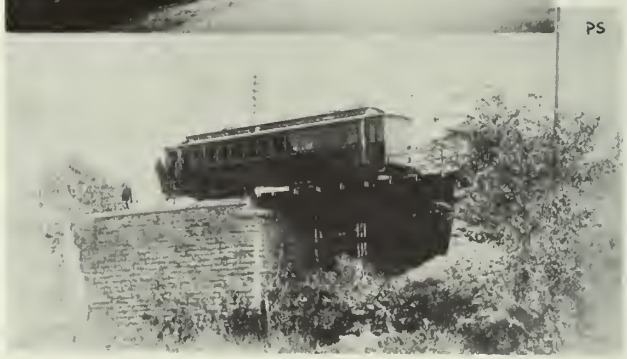


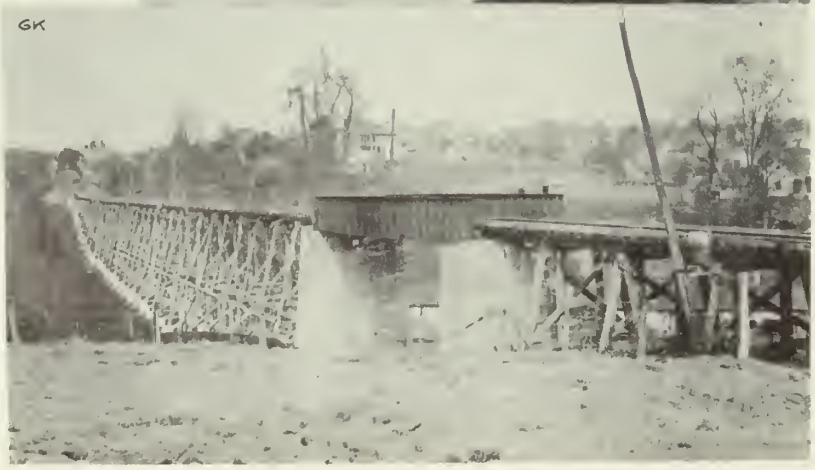
From an order totalling only ten cars for interurban service, C&JE specified six single-enders and four double-enders, again revealing the attention to exact requirements, the particular care given to planning to meet its needs. At the top is a scene of the four double-enders, resplendent in the unusual scarlet-and-tan paint job, ready to leave the car builder's plant at Paris, Illinois. Just below that, car 242 turns the loop at Archer & Cicero, in the southwest corner of Chicago, and below, car 249 takes some layover time in the not-then-too-busy streets of Joliet.

Thru service into Chicago began with the formation of the Chicago & Joliet Transportation Company to operate motor buses over a paralleling route on the west side of the DesPlaines River. Thru rail service was tried with the Chicago & Illinois Valley Railway to Starved Rock and other valley points.

The combined effects of the automobile and the depression proved too much for C&J in the early 30s and the system was gradually abandoned, beginning with the Argo-Lockport segment on November 16, 1933 and winding up with the conversion to bus of the Rockdale Lockport and Wilcox-Cass lines in August, 1934.

Two double-end light-weight cars (250-251), sent to Joliet in 1931 from the Mattoon-Charleston line, were sold to the Jamestown (N.Y.) Street Railway, but other than these all C&J equipment went directly to the scrap pile. The interurban routes were taken over by the Bluebird bus line and the city routes became Joliet City Lines.





ANNA-JONESBORO LINE:

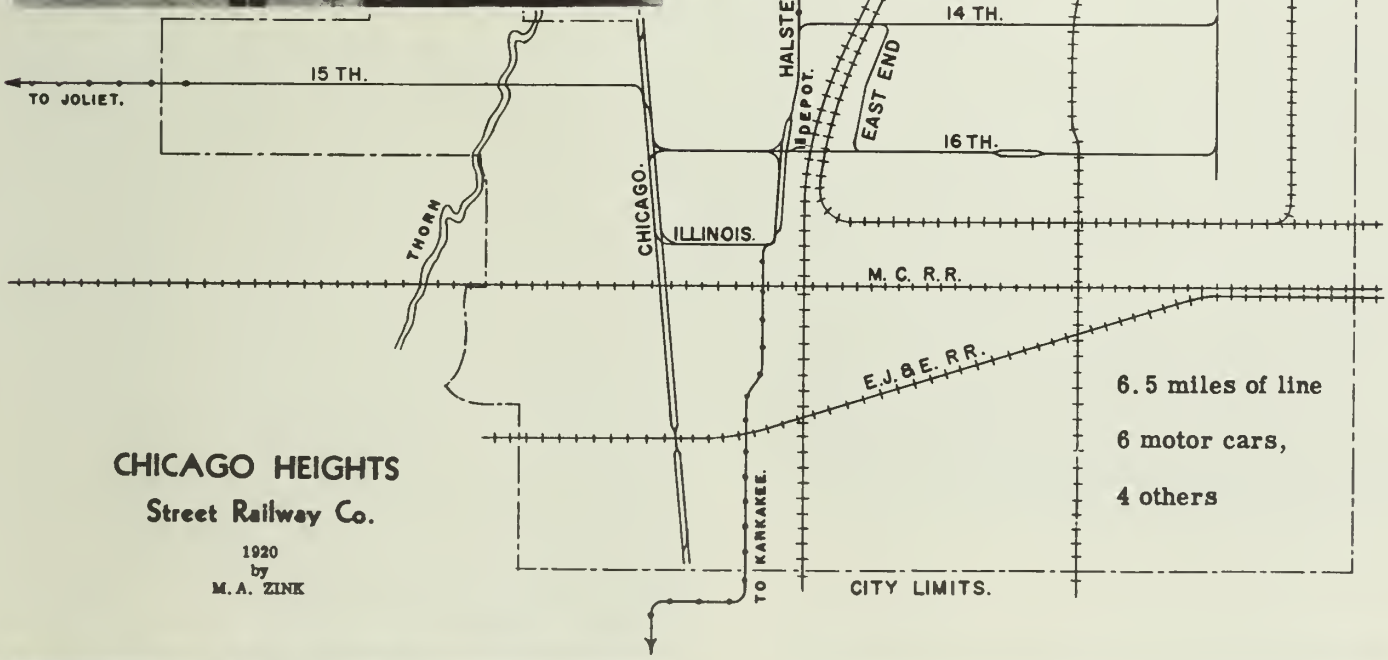
The line between Anna and Jonesboro was one of the state's smallest electric railways; it was hardly an interurban in the usual sense of the word, being only 3 miles in length, yet it did connect two separate communities.

The Fruit Growers Refrigerating & Power Co. was incorporated June 8, 1905 to provide electric power, ice and street railway service, and began operation in 1907. The property was part of the Central Illinois Public Service system, of which F. S. Peabody was a promoter and which became Insull-controlled in later years.

Its track extended from Jonesboro thru Anna to the State Mental Hospital on the outskirts of Anna. In addition to passenger service, it handled carload freight, principally coal to the hospital.

On July 29, 1929 the Central Illinois Public Service Company was authorized to replace street cars with bus service. A portion of the track was sold to a new company, the Anna-Jonesboro Railroad, for the purpose of continuing freight service to the hospital and the remainder of the line was junked.

See page 33 for map of Fruit Growers Refr. & Pwr. Co.



Experimental 3rd Rail
Electrification of
Chicago Burlington & Quincy R.R.
McCook, Illinois - Circa 1905

AURORA-JOLIET-CHICAGO HEIGHTS:

Ground was broken in the middle of June 1903 for the construction of a connecting link between Aurora and Joliet, bridging the gap between the Aurora Elgin & Chicago Railway and the Chicago & Joliet Electric Railway. The proposition was built and financed by the Fisher Construction Company, which had started many lines in Ohio, among them the Columbus Delaware & Marion, the Columbus London & Springfield, the Columbus Grove City & Southwestern and the Columbus Buckeye Lake & Newark. Fred E. Fisher gave up his duties as Manager of the Chicago & Joliet Electric Railway to devote full time to the idea.

The Joliet-Aurora line, incorporated in 1901 as the Joliet Plainfield & Aurora Railroad, was about 20 miles in length. It passed thru only one town of any size: Plainfield, altho the rural population along the route was relatively high.

The section between Joliet and Plainfield, 8 miles, was opened for service on December 7, 1903, while the completed line thru to Aurora began regular service October 22, 1904.

Of the 20 miles of owned track, 12 were on private right-of-way suitable for double-tracking which never became necessary and 8 miles were on the side of the highway by virtue of a 50-year franchise. City tracks accounted for 3 additional miles.

Typical track construction was on 60-lb. rail, with 6''x8''x8'-0'' ties on 2 ft. centers and gravel ballast. Trolley wire was 000 grooved with bracket construction. Aluminum feeders equivalent to 400,000 cm copper were used, with one feeder running the full length of the line and an additional one stubbing out about 4 miles on each end. Power was purchased DC from the local railway companies at each terminal and there were no intermediate substations.

A telephone line for dispatching ran the length of the road with jack boxes at sidings and portable telephone sets on each car.

There were two grade crossings with steam railroads, with interlocking signals and derails arranged to be operated by the interurban conductor. Turnouts had spring switches and there were trolley contactor signals made by the United States Signal Company.

At the most important country stops there were waiting shelters with electric heat and lighting. At Plainfield the company shops were built, and close by (actually too close to get much town business) was the railway-operated Electric Park amusement center. Here too was the one long single truss thru bridge of the line, crossing the DuPage River.

Rolling stock consisted initially of six passenger motor cars and two passenger-baggage motor cars. The parlor car ''Louisiana'', displayed by the American Car Company at the 1904 St. Louis World's Fair, was added in 1905 to accommodate special party business. Service began on an hourly basis with the run taking 1:20 between terminals; later the time was reduced to 1:10.

In 1905 the Joliet & Southern Traction Company was incorporated to build a network of interurban railroads radiating from Joliet. It was, in turn, controlled by the high-sounding Chicago, Joliet & St. Louis Electric Railway, which also controlled the Bloomington, Pontiac & Joliet Electric Railway.

In January 1907, Joliet & Southern purchased the Joliet Plainfield & Aurora Railroad and in 1909 it actually constructed one of the planned extensions, that from Joliet to Chicago Heights. This line, built to the same standards as the Plainfield road, ran on the side of the road from Joliet to New Lenox and on private right-of-way from New Lenox to the edge of Chicago Heights. Here cars entered on 15th Street and connected with the Chicago Heights Street Railway. An extension to Hammond, Indiana, was planned but was never accomplished.

Rail was 60-lb. in section and there were US automatic trolley contactor signals for the entire 24 miles, with sidings averaging 2 miles apart. Trolley was 000 with a 400,000 cm feeder the entire distance.

AURORA, PLAINFIELD AND JOLIET RAILWAY COMPANY

DAILY

EASTWARD			WESTWARD		
LEAVE AURORA	LEAVE PLAINFIELD	ARRIVE JOLIET	LEAVE JOLIET	LEAVE PLAINFIELD	ARRIVE AURORA
.....	6:08am	6:47am	.....	‡ 5:30am	6:10am
‡ 6:20am	7:05	7:38	7:00am	6:25	7:09
7:30	8:18	8:47	9:00	7:31	8:18
8:35	9:20	9:47	10:30	9:33	10:23
10:30	11:14	11:47	12:00n	11:01	11:45
12:00n	12:46pm	1:17pm	1:30pm	12:33pm	1:23pm
1:30pm	2:14	2:47	3:00	2:01	2:45
3:00	3:45	4:19	4:30	3:33	4:23
4:30	5:17	5:47	† ‡ 5:00	5:01	5:46
6:15	7:00	7:30	6:00	5:33	...
8:08	8:47	9:20	8:06	6:33	7:23
9:30	10:13	10:46	9:30	8:35	9:17
*†11:00	11:40	----------	*†11:00	10:01	10:45
				11:30	----------

‡ Daily Except Sunday.

† Runs only to Plainfield.

R. A. MOORE, Gen. Mgr.
JOLIET, ILL.

*Will run through for $5.40 in addition to regular fare.

At Frankfort there was a carhouse and substation, but shopwork was done at Plainfield. A notable 145 ft. thru truss bridge spanned the Michigan Central Railroad and there was another sizable viaduct over the Illinois Central Railroad at its crossing with the M.C.R.R. in Matteson.

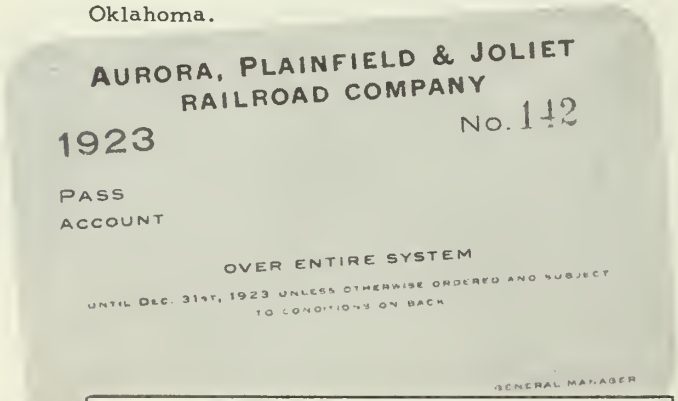
While J.P.&A. cars had originally used trackage rights on the Wilcox city line of the Chicago & Joliet Electric Railway to reach downtown, the Joliet & Southern management secured a franchise and built an independent route on Granite, Ruby and Chicago streets, over which a local car was run in addition to the interurbans.

Eight new interurban cars were ordered, with bodies (but not control) suited for multiple car operation. Similar cars were bought for the adjoining Chicago Aurora & DeKalb Railroad, electrification of which was being carried out by "sympathetic interests".

In 1914 the burden of damage claims on traditionally poor receipts brought receivership which split the property into a section west of Joliet called the Aurora Plainfield & Joliet Railway, and a section eastward called the Joliet & Eastern Traction Company.

In the next few years a single-truck birney car was purchased for the city line in Joliet. Several of the original JP&A cars went thru a $1200-per-car general overhauling at Plainfield shops, from which they emerged with monitor roofs rebuilt to an arch form and with 12-gage sheet steel side sheathing. At least one of the J&S type cars received a similar treatment.

In 1923 the Illinois Central Railroad undertook a tremendous grade separation project and Joliet & Eastern would have had to raise its bridge or come up with some other means of crossing the Michigan Central at Matteson. With little prospect of traffic improvement it was inevitable that it should cease operation and be scrapped. One or two of its cars were sold to that Valhalla of interurbans, the Sand Springs Railway of Tulsa, Oklahoma.



Six Ways of Making a Glorious Loop Trip

Oh, for the good old days . . .

ISSUED BY
THE AURORA ELGIN & CHICAGO RY CO
Account
CHICAGO CITY RAILWAY CO.
GOOD
One 5 Cent Fare from Archer Avenue Limits.
Subject to conditions of contract.
Form 5171—C
President.
1234

ISSUED BY
THE AURORA ELGIN & CHICAGO RY CO
Account of
Chicago & Joliet Electric Railway Co.
Joliet to Archer Ave. Limits
Subject to conditions of contract.
Void if Detached
President.
1234

ISSUED BY
THE AURORA ELGIN & CHICAGO RY CO
Account
Joliet, Plainfield & Aurora Railway Co.
AURORA to JOLIET
Subject to conditions of contract.
Void if Detached
President.
1234

ISSUED BY
THE AURORA ELGIN & CHICAGO RY CO
CHICAGO to AURORA.
In selling this Ticket for Passage over other lines this Company acts only as Agent and is not responsible beyond its own road.
Void if Detached.
President.
1234

ISSUED BY
JOLIET PLAINFIELD & AURORA RAILROAD
CHICAGO & JOLIET ELECTRIC RY.
ARCHER AVE. LIMITS
—TO— Form A 5171 B
JOLIET
In selling this Ticket for passage over other lines, this Company acts only as Agent and is not responsible beyond its own road.
General Manager.

ISSUED BY
JOLIET PLAINFIELD & AURORA RAILROAD
CHICAGO CITY RAILWAY CO.
Good for One 5 CENT Fare
TO— Form A 5171 B
ARCHER AVE. LIMITS
Subject to conditions of Contract.
VOID IF DETACHED.
General Manager.

ISSUED BY
JOLIET PLAINFIELD & AURORA RAILROAD
AURORA, ELGIN & CHICAGO R. R.
AURORA
—TO— Form A 5171 B
CHICAGO
Subject to conditions of Contract.
VOID IF DETACHED.
General Manager.

JOLIET PLAINFIELD & AURORA RAILROAD
Good for ONE PASSAGE
JOLIET
TO— Form A 5171 B
AURORA
Subject to conditions of Contract.
VOID IF DETACHED.
General Manager.

ISSUED BY
CHICAGO & JOLIET ELECTRIC RAILWAY
ACCT. AURORA, ELGIN & CHICAGO E. R. R. CO.
55 AURORA
—TO— Form
CHICAGO
In selling this ticket for passage over other lines, this Company acts only as agent, and is not responsible beyond its own road.
J. R. Blackhall
GEN'L MGR.

ISSUED BY
CHICAGO & JOLIET ELECTRIC RAILWAY
ACCT. JOLIET, PLAINFIELD AND AURORA R. R. CO.
32½ JOLIET
—TO— Form
AURORA
Subject to conditions of contract
VOID IF DETACHED
J. R. Blackhall
GEN'L MGR

CHICAGO & JOLIET ELECTRIC RAILWAY
32½ CHICAGO (City Line)
—TO— Form
JOLIET
Subject to conditions of contract
VOID IF DETACHED
J. R. Blackhall
GEN'L MGR

CHICAGO & JOLIET ELECTRIC RAILWAY
32½ CHICAGO (City Line)
—TO— Form
JOLIET
In selling this ticket for passage over other lines, this Company acts only as agent, and is not responsible beyond its own road.
J. R. Blackhall
GEN'L MGR.

ISSUED BY
CHICAGO & JOLIET ELECTRIC RAILWAY
5 ACCT. CHICAGO CITY RAILWAY CO.
GOOD FOR ONE 5 CENT FARE
—TO— Form
ARCHER AVE. LIMITS
Subject to conditions of contract
VOID IF DETACHED
J. R. Blackhall
GEN'L MGR

ISSUED BY
CHICAGO & JOLIET ELECTRIC RAILWAY
ACCT. AURORA, ELGIN & CHICAGO E. R. R. CO.
55 AURORA
—TO— Form
CHICAGO
Subject to conditions of contract
VOID IF DETACHED
J. R. Blackhall
GEN'L MGR

ISSUED BY
CHICAGO & JOLIET ELECTRIC RAILWAY
ACCT. JOLIET, PLAINFIELD AND AURORA R. R. CO.
32½ JOLIET
—TO— Form
AURORA
Subject to conditions of contract.
VOID IF DETACHED
J. R. Blackhall
GEN'L MGR

ISSUED BY
CHICAGO & JOLIET ELECTRIC RAILWAY
ACCT. JOLIET, PLAINFIELD AND AURORA R. R. CO
32½ AURORA
—TO— Form
JOLIET
In selling this ticket for passage over other lines, this Company acts only as agent, and is not responsible beyond its own road.
J. R. Blackhall
GEN'L MGR

ISSUED BY
CHICAGO & JOLIET ELECTRIC RAILWAY
ACCT. AURORA, ELGIN & CHICAGO E. R. R. CO
55 CHICAGO
—TO— Form
AURORA
Subject to conditions of contract
VOID IF DETACHED
J. R. Blackhall
GEN'L MGR

ISSUED BY
CHICAGO & JOLIET ELECTRIC RAILWAY
5 ACCT. CHICAGO CITY RAILWAY CO.
GOOD FOR ONE 5 CENT FARE
FROM— Form
ARCHER AVE. LIMITS
Subject to conditions of contract
VOID IF DETACHED
J. R. Blackhall
GEN'L MGR

ISSUED BY
CHICAGO & JOLIET ELECTRIC RAILWAY
32½ JOLIET
—TO— Form
CHICAGO (CITY LINE)
Subject to conditions of contract
VOID IF DETACHED
J. R. Blackhall
GEN'L MGR

ISSUED BY
JOLIET PLAINFIELD & AURORA RAILROAD
AURORA, ELGIN & CHICAGO R. R.
CHICAGO
—TO— Form B 5171 B
AURORA
In selling this Ticket for passage over other lines, this Company acts only as Agent, and is not responsible beyond its own road.
General Manager.

ISSUED BY
JOLIET PLAINFIELD & AURORA RAILROAD
CHICAGO CITY RAILWAY CO.
Good for One 5 CENT Fare
ARCHER AVE. LIMITS
TO— Form B 5171 B
CHICAGO
Subject to conditions of Contract
VOID IF DETACHED.
General Manager.

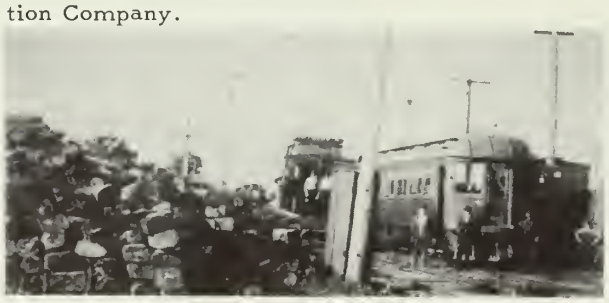
ISSUED BY
JOLIET PLAINFIELD & AURORA RAILROAD
CHICAGO & JOLIET ELECTRIC RY.
JOLIET
TO— Form B 5171 B
ARCHER AVE. LIMITS
Subject to conditions of Contract.
VOID IF DETACHED.
General Manager.

JOLIET PLAINFIELD & AURORA RAILROAD
Good for ONE PASSAGE
AURORA
—TO— Form B 5171 B
JOLIET
Subject to conditions of Contract.
VOID IF DETACHED
General Manager.

—RDG—

The Plainfield line, without the pressure of a major line change, managed to last a year longer, but its operation finally ended on September 1, 1924. The Joliet city line remained a few months longer and when it quit and Birney #101 was sold to Aurora, delivery had to be made via Chicago & Illinois Valley Railway to Morris, Fox & Illinois Union Railway to Yorkville. Then it was moved over the abandoned, but not yet dismantled Yorkville line of the Aurora Elgin & Fox River Electric Company. This was a variation of one of the unusual items of special business that the Joliet lines had earlier participated in, the movement of Cook County car #1, a private vehicle for the transportation of patients between hospitals in Chicago, Kankakee and Elgin. This car, equipped with trolley style small flanges and narrow wheel treads, was normally based at the Kedzie barn of the Chicago Surface Lines. It made trips between the various hospitals in Chicago and in the other cities mentioned over lines of the CSL, Chicago & Interurban Traction, Joliet & Southern Traction and Aurora Elgin & Fox River Electric Company. Track connections did not exist for direct movement between Chicago and Elgin via Chicago Aurora & Elgin Railway, even had its wheel contours been acceptable to that road.

Only one of the AP&J interurbans has been traced away from that line: a combo which became #18, the Lebanon-Crawfordsville shuttle of the Terre Haute Indianapolis & Eastern Traction Company.



JOLIET & SOUTHERN TRACTION COMPANY --- ROSTER OF EQUIPMENT (Partial)

Series	Builder	Date built	Type of car	Length	Width	Seats	Motors	Control	Truck
3			Cab-on-flat work car						Single
1 0-1 3	America n	3/1904	Interurban passenger	46	8'-8"	52	4GE67	DE-K	Brill 27-E
1 4-1 5	A merican	12/1904	" "	46	8'-8"	52	4GE67	DE-K	Brill 27-E
16 - 17	American	8/1905	Int. Psgr-Baggage	46	8'-8"	52	4GE67	DE-K	Brill 27E (note 1)
-------	American	8/1905	Interurban Passenger	46	8'-8"	52	trail	none	double (note 2)
20	A merican		Box motor					DE-K	
22			Flat car						
50, 51	American		City passenger	About 26			2		single
101	American		City pa ssenger				2	DE-K63	Birney, single truck
110-116	These were cars #10-16 renumbered in 1909.								
117-121	American	1909	Interurban psgr-bagg	45	8'-8"		4GE80	DE-K	Brill 27E1½
Louisiana	"	1905	Interurban passenger parlor chair car exhibited at St. Louis World's Fair; destroyed by fire at Walker siding.						

AJ

Note 1; Car 17 destroyed in 1908 in a collision with an EJ&E engine.
Note 2; These cars were sold, before delivery to the Aurora Plainfield & Joliet line, to the Chicago Ottawa & Peoria Railway, and became their numbers 40-43.

Paint job before 1909 was red and cream; after 1909 all cars were changed to olive green.

UNITED STATES OF AMERICA

STATE OF ILLINOIS. No. 6

JOLIET, PLAINFIELD AND AURORA RAILROAD COMPANY

FIRST MORTGAGE, FIVE PER CENT. GOLD BOND.

EASTWARD

Leave Aurora	Leave Plainfield	Arrive Joliet
.....	6:18am	6:47am
*6:20am	*7:05	*7:38
.....	S 7:30	S 7:56
7:30	8:18	8:47
8:30	9:16	9:47
*9:30	*10:16	.....
S 9:30	S 10:18	S 10:47
10:30	11:14	11:46
S 11:30	S 12:18pm	S 12:47pm
*12:00n	*12:40	*1:12
S 12:30pm	S 1:18	S 1:47
1:30	2:14	2:46
S 2:30	S 3:18	S 3:47
3:00	*3:41	*4:12
S 3:30	S 4:18	S 4:47
4:30	5:18	5:47
5:30	6:18	6:47
6:30	7:18	7:47
S 7:30	S 8:18	S 8:47
8:00	*8:41	*9:12
S 8:30	S 9:18	S 9:47
9:30	10:13	10:46
11:00	11:40	12:10 am
12:15am	12:55am	.....

IMPORTANT

Always purchase tickets as an excess fare is collected with all cash fares paid on the cars.

WESTWARD

Leave Joliet	Leave Plainfield	Arrive Aurora
.....	*5:30am	*6:10am
.....	6:35	7:25
7:00am	7:30	8:10
8:00	8:30	9:10
9:00	9:30	10:10
S 10:00	S 10:30	S 11:10
*10:30	*11:01	*11:45
S 11:00	S 11:30	S 12:10pm
12:00n	12:30pm	1:10
S 1:00pm	S 1:30	S 2:10
*1:30	*2:01	*2:45
S 2:00	S 2:30	S 3:10
3:00	3:30	4:10
4:00	4:30	5:10
5:00	5:30	6:10
6:00	6:30	7:10
*7:00	7:29	.....
S 7:00	S 7:30	S 8:10
8:00	8:30	9:10
S 9:00	S 9:30	S 10:10
*9:30	*10:01	*10:45
S 10:00	S 10:29	.....
11:00	11:30	12:10am
12:15am	12:45am	.....

NOTES

* Daily except Sunday.

S Sunday only.

DAILY EXCEPT SUNDAYS

EASTWARD

Leave Joliet	Leave Highland Park	Leave New Lenox	Leave Frankfort	Leave Mattason	Arrive Chicago Hgts.
5:10am	5:22am	5:37am	6:00am	6:21am	6:35am
7:00	7:12	7:25	7:47	8:06	8:20
9:00	9:12	9:25	9:47	10:06	10:20
10:30	10:42	10:55	11:17	11:36	11:50
12:00n	12:12pm	12:25pm	12:47pm	1:06pm	1:20pm
1:30pm	1:42	1:55	2:17	2:36	2:50
3:00	3:12	3:25	3:47	4:07	4:20
4:00	4:12	4:25	4:47	5:07	5:20
5:00	5:12	5:25	5:47	6:07	6:20
6:10	6:22	6:36	7:02	7:21	7:35
8:00	8:12	8:25	8:47	9:06	9:20
9:30	9:42	9:55	10:17	10:36	10:50
11:00	11:12	11:24	11:44	12:03am	12:15am

WESTWARD

Leave Chicago Hgts.	Leave Mattason	Leave Frankfort	Leave New Lenox	Leave Highland Park	Arrive Joliet
.....	.....	5:47am	6:05am	6:18am	6:32am
7:00am	7:14am	7:34	7:53	8:03	8:20
9:00	9:14	9:34	9:53	10:03	10:20
10:30	10:44	11:04	11:23	11:33	11:50
12:00n	12:14pm	12:34pm	12:53pm	1:03pm	1:20pm
1:30pm	1:44	2:04	2:23	2:33	2:50
.....	.....	3:04	3:25	3:35	3:50
3:30	3:44	4:04	4:25	4:35	4:50
4:30	4:44	5:04	5:25	5:35	5:50
5:45	6:07	6:25	.....	.....	.....
6:30	6:44	7:04	7:23	7:33	7:50
8:00	8:14	8:34	8:53	9:03	9:20
9:30	9:44	10:04	10:23	10:33	10:50
11:05	11:20	11:44	12:03am	12:13am	12:25am
12:15am	12:30am	12:50am	.....	.....	.....

SUNDAYS ONLY---Including Decoration Day, July 4th and Labor Day

EASTWARD

Leave Joliet	Leave Highland Pk.	Leave New Lenox	Leave Frankfort	Leave Mattason	Arrive Chgo. Hts.
.....	.....	.....	6:00am	6:21	6:35am
7:00am	7:12am.	7:25am	7:47	8:07	8:20
9:00	9:12	9:25	9:47	10:07	10:20
10:00	10:12	10:25	10:47	11:07	11:20
11:00	11:12	11:25	11:47	12:07pm	12:20pm
12:00n	12:12pm	12:25pm	12:47pm	1:07	1:20
1:00pm	1:12	1:25	1:47	2:07	2:20
2:00	2:12	2:25	2:47	3:07	3:20
3:00	4:12	3:25	3:47	4:07	4:20
4:00	3:12	4:25	4:47	5:07	5:20
5:00	5:12	5:25	5:47	6:07	6:20
6:00	6:12	6:25	6:47	7:07	7:20
7:00	7:12	7:25	7:50	8:14	8:27
8:00	8:12	8:25	8:47	9:07	9:20
9:30	9:42	9:55	10:17	10:37	10:50
11:00	11:12	11:24	11:44	12:03am	12:15am

WESTWARD

Leave Chgo. Hts.	Leave Mattason	Leave Frankfort	Leave New Lenox	Leave Highland Pk.	Arrive Joliet
7:00am	7:14am	7:34	7:55am	8:05am	8:20am
.....	.....	9:04	9:25	9:35	9:50
9:00	9:14	9:34	9:55	10:05	10:20
10:30	10:44	11:04	11:25	11:35	11:50
11:30	12:44pm	12:04pm	12:25pm	12:35pm	12:50pm
12:30pm	1:44	1:04	1:25	1:35	1:50
1:30	2:44	2:04	2:25	2:35	2:50
2:30	3:44	3:04	3:25	3:35	3:50
3:30	4:44	4:04	4:25	4:35	4:50
4:30	5:44	5:04	5:25	5:35	5:50
5:30	6:44	6:04	6:25	6:35	6:50
6:30	8:14	7:04	7:25	7:35	7:50
8:00	8:44	8:34	8:55	9:05	9:20
8:30	9:44	9:03	.....	.....	.....
9:30	11:20	10:04	10:23	10:33	10:50
11:05	12:44am	11:44	12:03am	12:13am	12:25am
12:30am	.....	1:05am	.....	.....	.....

Timetables courtesy Stanley Bristol

AURORA-ELGIN VALLEY LINE:

The Aurora Elgin & Fox River Electric Company railway line extended in the Fox Valley parallel to this north-south river course, about 35 miles west of Chicago. It is a pleasant valley, dotted with a string of suburban towns and country estates. Its development led naturally to thoughts of interurbans and street railways.

In Aurora, street railway history began with the incorporation of the Aurora City Railway Company on July 1, 1882. Operation began in 1884 on $6\frac{1}{2}$ miles of track with two mule cars. An extra team of mules was stationed on the Main Street hill to give additional lift on the up trip and additional drag on the down trip when they were hooked to the rear of the car to prevent it from banging into the legs of the lead team.

A franchise for electric cars was secured in 1890 and the company became the Aurora Street Railway on August 16, 1890. The first electric cars were operated in 1891, starting from a combined power house and car barn at Benton and Water Streets.

After the electrification, the system was expanded to a peak of six thru lines: Claim-South Lake, New York-Penn, Lincoln-Spruce, Fifth-High, River Street and Union-Downer.

In Elgin, Bruce Rogers had been operating horse cars on Grove and Douglas Streets from the Elgin Watch Factory to Plum Street. A franchise granted in 1899 to the Elgin City Railway Company permitted replacement with trolley cars. On July 4, 1890, the first electric car ran on Chicago Street. The Grove, Dundee, Douglas, lines were soon running from Fountain Square and later the Park Street line was added.

The interurban line from Elgin thru Dundee to Carpentersville was completed in the early 90s, and franchises were secured in 1896 to build a line south thru St. Charles to Geneva, with a forfeiture clause in case the line was not in operation by July 1. Bad weather and other contingencies almost prevented fulfillment of the obligation, but at 4:00 PM on June 30, 1896 the first car left Elgin on a shaky trip over the hastily completed track to St. Charles, with service to Geneva beginning about two weeks later.

In 1899 a line was built along the west bank of the Fox River north from Aurora to Lakewood Park, near Batavia. From this point, horse buses were operated to Geneva to connect with the cars there until the final link was completed.

At the same time, Aurora capitalist H. H. Evans obtained a franchise to build a line south thru Montgomery to Yorkville in connection with his Fox & Illinois Union Railway project between the latter town and Morris. The line opened to Montgomery in 1900 and on into Yorkville in 1901. Shortly thereafter the property was taken into the Aurora-Elgin system and Evans concentrated on his F&IU scheme.

An interesting feature of the interurban line was its seven bridges over the Fox River, necessitating eight crossings on a thru trip from Carpentersville to Yorkville.

On March 11, 1899, the Aurora Elgin & Chicago Railway was incorporated, to build a third-rail system linking the Fox Valley with Chicago, by the Wolf-Mandelbaum syndicate, which by now controlled the Elgin Aurora & Southern, the Aurora & Geneva Railway and the Aurora and Elgin city railways. On June 1, 1901 these Fox Valley lines were consolidated into the Elgin Aurora & Southern Traction Company and on March 20, 1906 the EA&S was merged with the AE&CRy to form the Aurora Elgin & Chicago Railroad.

In addition to its own routes, city entry was provided for the Chicago Aurora & DeKalb R.R., the Joliet & Southern Traction and the Elgin & Belvidere line.

Troubles set in after World War I and a receivership came on August 9, 1919 which led to reorganization completed on March 15, 1922, in which the Fox Valley lines were divorced from the third rail division to form the Aurora Elgin & Fox River Electric Company. Birney street cars came to the city operations and lightweight one man cars to the interurban.

RVM

As of June 30, 1916

TRACK MILEAGE

Aurora - Elgin	18.9 mi
Aurora-Yorkville	12.1
Elgin-Carpentersville	4.2
Sidings and second track	3.5
Aurora city lines	18.2
Elgin city lines	15.0
TOTAL	71.9

Form 53 25M 5-24

The Aurora, Elgin & Fox River Electric Co.

TRAIN ORDER BLANK

West
East

.....192.....

r No. ..... Time ..... Date.....

TO CONDUCTOR AND MOTORMAN

Train No.....Car No. ..... at.....

t Train No.....Car No. ..... at.....

t Train No.....Car No. ..... at.....

report at .....

Conductor O. K. at.....

Dispatcher

Motorman

DISTANCE TABLE.

STATIONS.		Miles from Carpentersville.
#Carpentersville		0
Dundee	Ill.	1
Hickoryville	Ill.	3
Trout Park	Ill.	4
#Elgin	Ill.	6
Asylum, South Gate	Ill.	8
South Elgin	Ill.	10
Coleman	Ill.	11
Stop 46	Ill.	12
Pinclands (Stop 44)	Ill.	13
Stop 42	Ill.	14
St. Charles Cemetery	Ill.	15
#St. Charles	Ill.	16
#Geneva	Ill.	18
Stop 34	Ill.	19
Stop 31	Ill.	20
#Batavia	Ill.	21
Stop 23	Ill.	22
Mooseheart	Ill.	23
North Aurora	Ill.	24
Stop 10	Ill.	25
Stop 8	Ill.	26
#Aurora	Ill.	28
Montgomery (Webster Street)	Ill.	31
Fox River Park	Ill.	31
Stop 9	Ill.	32
Stop 16	Ill.	33
Oswego	Ill.	34
Stop 26	Ill.	36
Stop 34	Ill.	36
‡Yorkville	Ill.	40

¶Eliminate, account railroad service discontinued and stations abandoned, authority Illinois Commerce Commission No. 14005, July 29, 1924.

#Denotes Ticket Agency.
Bold face type denotes Junction Points.

TOP: Car 204 at Elgin yard.
BOTTOM: Car 106 crossing Fox River in Aurora.

RVM

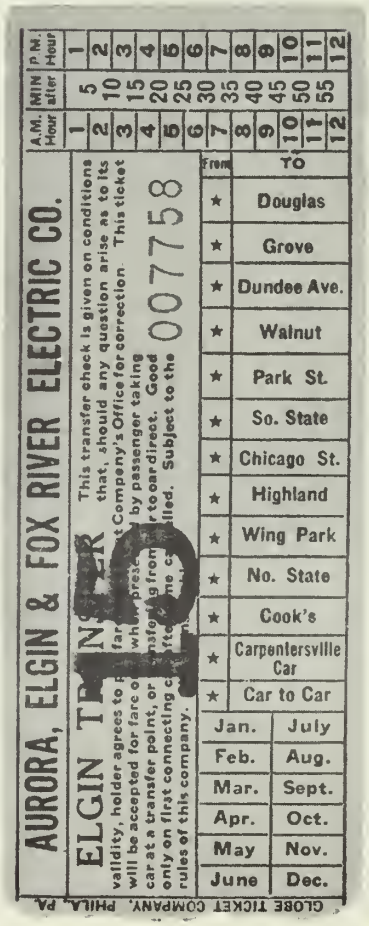
The first abandonment occurred in the portion of the Yorkville line south of Montgomery, closed on September 1, 1924. The rails remained long enough to permit the movement of a birney car bought from the Aurora Plainfield & Joliet line to be transfered to Aurora over the roundabout route from Joliet thru Morris and Yorkville several months later.

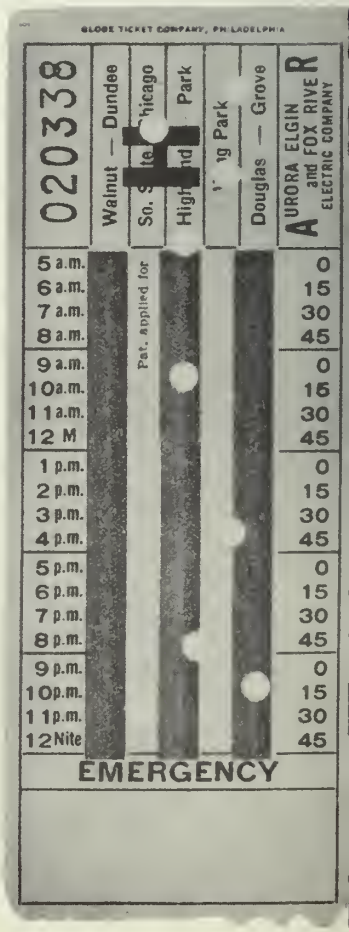
The depression brought rough times to AE&FR and to top things off a tornado in 1933 severely damaged the Carpentersville branch, which never resumed service.

Buses replaced the Elgin street cars in mid-1934, and the interurban and Aurora cars on March 31, 1935. Trackage from Geneva to St. Charles, largely on Anderson Boulevard, remained in use by St. Charles branch trains of the Chicago Aurora & Elgin Railroad until November 1, 1937.

Freight operation on the AE&FR was confined to carload freight switching between an interchange with the Illinois Central Railroad at Coleman and the Elgin State Hospital at South Elgin. There was also a spur from this line to the Kerber Packing Company. After abandonment of the remaining services this remained with two cab-on-flat-car locomotives, numbers 23 and 49, and power was obtained from the CA&E at Clintonville. About 1946 this service, by now operated by the successor National City Lines, was converted to diesel and operates thus today.

The lightweight passenger cars went to the Cleveland Interurban Railroad (now Shaker Heights Rapid Transit), from where two were subsequently sold to the Milwaukee Speedrail and four to the Columbia Heights & Southwestern, a projected shopping center attraction near Olmsted Falls, Ohio.



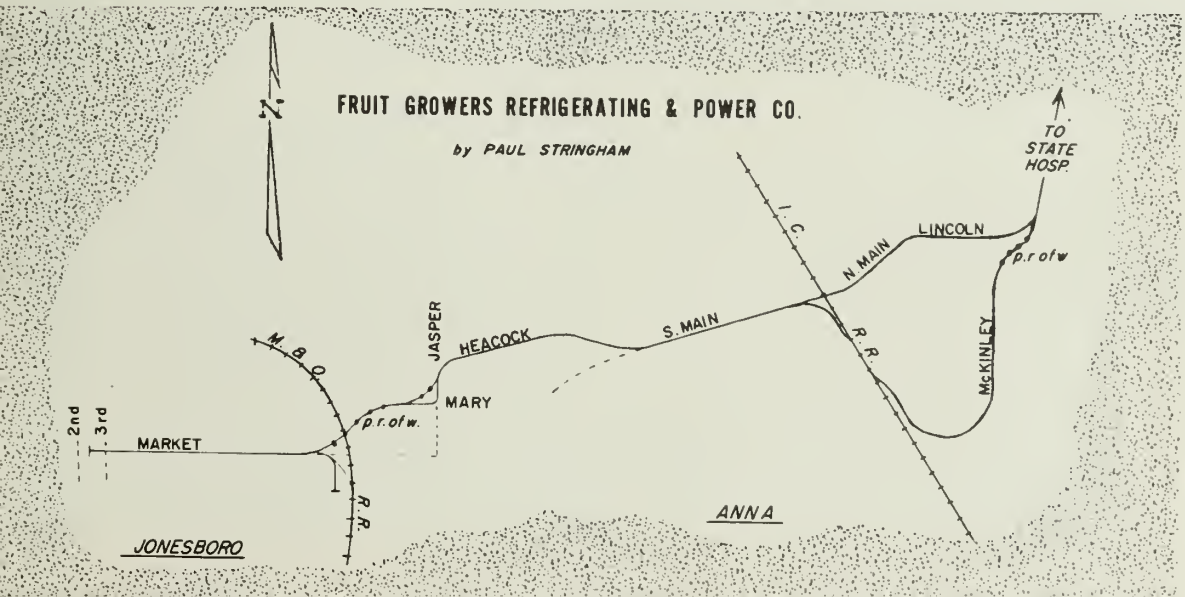


AURORA

TO CHICAGO
TO NORTH AURORA
STATE ROUTE 22
CITY LIMITS
NEW HAVEN
SPRUCE-VIEW
ILLINOIS
PENNSYLVANIA
PENNSYLVANIA
VIEW
C.B.&Q.RR.
CHICAGO AURORA & DE KALB R.R.
WEST PARK
SPRUCE
LAKE
GALENA
DOWNER
LE GRANDE
DOWNER
MARSEILLAISE
E.J.&E.RR.
LAKE
RIVER
FOX
C.M.&St.P.RR.
C.B.&Q.RR.
SO LAKE
RATHBONE
SARD
MAIN
FOX RIVER PARK
TO YORKVILLE
BROADWAY
CLARK
MAIN
FOX
1ST
LINCOLN
LINCOLN
EVANS
FIFTH
CITY LIMITS
E.J.&E.RR.
HIGH
GATES
HIGH
C.B.&Q.RR.
C.B.&Q.RR.
DEARBORN
CLAIM
FRONT
BEACH
FARNSWORTH
CLAIM
FOURTH
SPRING
LOUCKS
NEW YORK
NEW YORK
UNION
UNION
SEVENTH
PARKER
PHILLIPS PARK
FIFTH
JOLIET, PLAINFIELD & AURORA

AURORA, ELGIN & CHICAGO RAILWAY

by Frank J. Misek

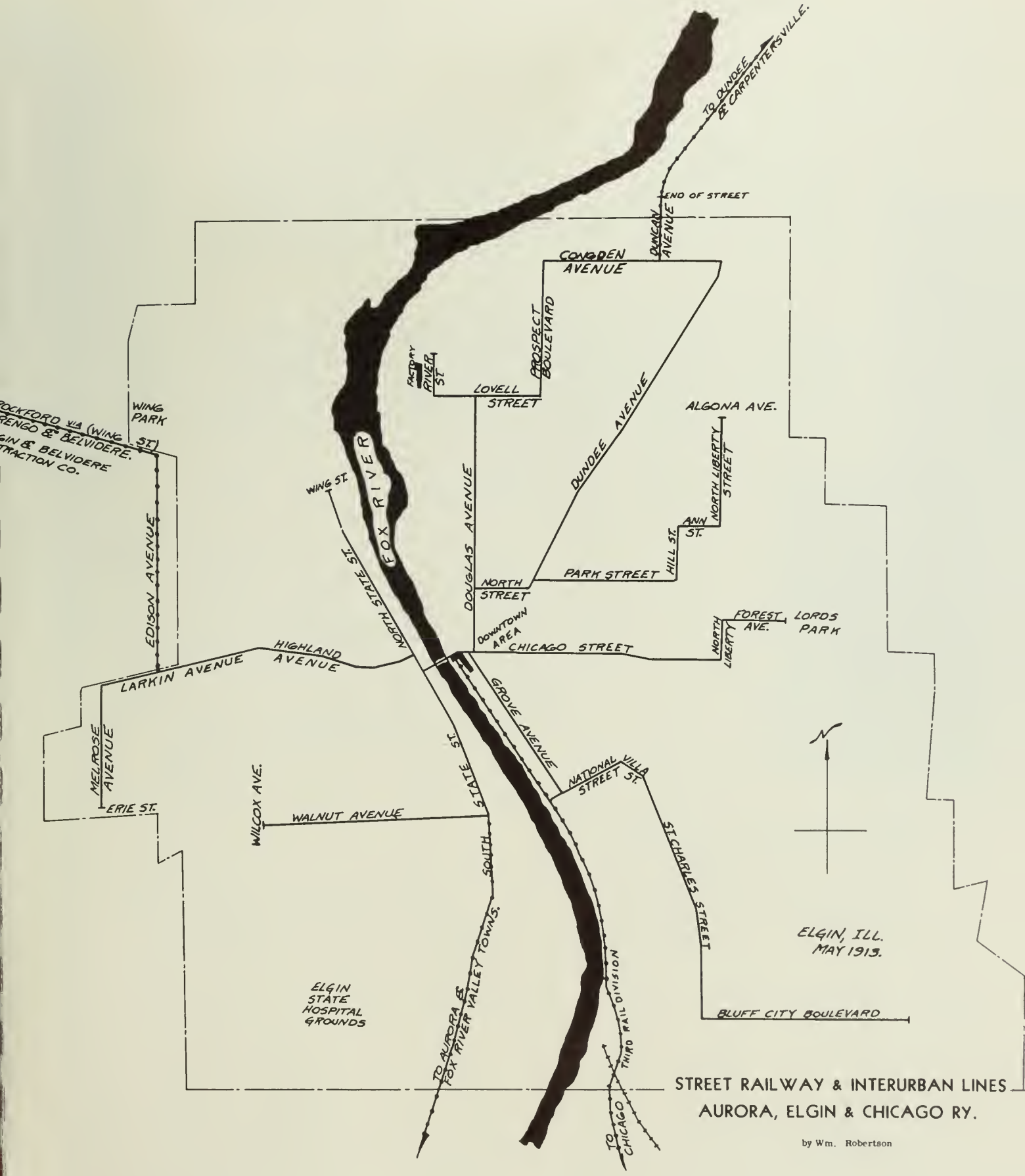


See page 22 for more on Anna-Jonesboro line.

Unusual loading speed was provided by this 70-class Birney for Aurora service.

Car 302 starting out of Elgin on its way to Aurora.

Car 303 spending a quiet Sunday afternoon in the Elgin yard. Third rail in foreground is Chicago Aurora & Elgin siding and connection.



STREET RAILWAY & INTERURBAN LINES
AURORA, ELGIN & CHICAGO RY.

by Wm. Robertson

AURORA, ELGIN & FOX RIVER ELECTRIC CO.

PUBLIC TIME TABLE—EFFECTIVE SEPTEMBER 25, 1932

SUBJECT TO CHANGE WITHOUT NOTICE

Daily Schedule—Aurora—Elgin Line (Central Standard Time)

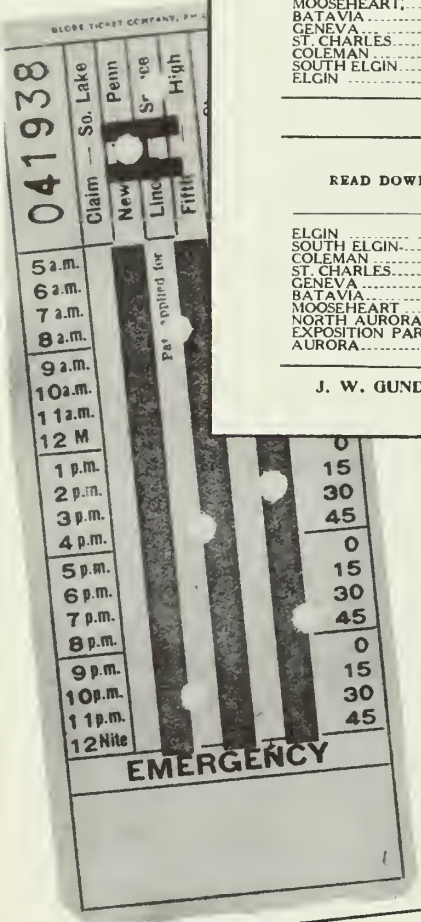
NORTH BOUND

READ DOWN	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Sun. Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Sun. Only	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Sun. Daily	Daily Ex. Sun.	Daily Ex. Sat. Sun	Daily	Daily Ex. Sat. Sun.	Daily Ex. Sun.	Sun. Only	Daily Ex. Sun.	Daily	Daily	Daily	READ DOWN
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
AURORA	5 30	6 00	6 30	7 30	8 30	9 00	9 30	10 30	11 30	12 10	12 30	1 30	2 30	3 00	3 30	4 00	4 30	5 03	5 33	6 00	6 30	7 30	9 15	10 45	AURORA
EXPOSITION PARK	5 45	6 15	6 45	7 45	8 45	9 15	9 45	10 45	11 45	12 23	12 45	1 45	2 45	3 15	3 45	4 15	4 45	5 15	5 45	6 15	6 45	7 45	9 28	10 57	EXPOSITION PARK
NORTH AURORA	5 46	6 16	6 46	7 46	8 46	9 16	9 46	10 46	11 46	12 24	12 46	1 46	2 46	3 16	3 46	4 16	4 46	5 16	5 46	6 16	6 46	7 46	9 29	10 58	NORTH AURORA
MOOSEHEART	5 49	6 19	6 49	7 49	8 49	9 19	9 49	10 49	11 49	12 27	12 49	1 49	2 49	3 19	3 49	4 19	4 49	5 19	5 49	6 19	6 49	7 49	9 32	11 00	MOOSEHEART
BATAVIA	5 56	6 26	6 56	7 56	8 56	9 26	9 56	10 56	11 56	12 34	12 56	1 56	2 56	3 26	3 56	4 26	4 56	5 26	5 56	6 26	6 56	7 56	9 39	11 06	BATAVIA
GENEVA	6 05	6 35	7 05	8 05	9 05	9 35	10 05	11 05	12 05	12 48	1 05	2 05	3 05	3 35	4 05	4 35	5 05	5 35	6 05	6 35	7 05	8 05	9 48	11 15	GENEVA
ST. CHARLES	6 14	6 44	7 14	8 14	9 14	9 44	10 14	11 14	12 14	12 51	1 14	2 14	3 14	3 44	4 14	4 44	5 14	5 44	6 14	6 44	7 14	8 14	9 56	11 23	ST. CHARLES
COLEMAN	6 26	6 56	7 26	8 26	9 26	9 56	10 26	11 26	12 26	1 02	1 26	2 26	3 26	3 56	4 26	4 56	5 26	5 56	6 26	6 56	7 26	8 26	10 06	11 33	COLEMAN
SOUTH ELGIN	6 29	6 59	7 29	8 29	9 29	9 59	10 29	11 29	12 29	1 04	1 29	2 29	3 29	3 59	4 29	4 59	5 29	5 59	6 29	6 59	7 29	8 29	10 09	11 36	SOUTH ELGIN
ELGIN	6 40	7 10	7 40	8 40	9 40	10 10	10 40	11 40	12 40	1 15	1 40	2 40	3 40	4 10	4 40	5 16	5 40	6 10	6 40	7 10	7 40	8 40	10 20	11 47	ELGIN

SOUTH BOUND

READ DOWN	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Sun. Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Sun. Only	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Sun. Daily	Daily Ex. Sun.	Daily	Daily Ex. Sat. Sun.	Daily Ex. Sun.	Daily Ex. Sat.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	READ DOWN
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
ELGIN	5 10	6 10	6 40	7 10	7 40	8 10	9 10	10 10	10 40	11 10	12 10	1 10	1 40	2 10	3 10	3 40	4 10	4 40	5 10	6 10	7 10	7 40	9 15	10 45	ELGIN
SOUTH ELGIN	5 20	6 20	6 50	7 20	7 50	8 20	9 20	10 20	10 50	11 20	12 20	1 20	1 50	2 20	3 20	3 50	4 20	4 50	5 20	6 20	7 20	7 50	9 25	10 55	SOUTH ELGIN
COLEMAN	5 23	6 23	6 53	7 23	7 53	8 23	9 23	10 23	10 53	11 23	12 23	1 23	1 53	2 23	3 23	3 53	4 23	4 53	5 23	6 23	7 23	7 53	9 23	10 58	COLEMAN
ST. CHARLES	5 36	6 36	7 06	7 36	8 06	8 36	9 36	10 36	11 06	11 36	12 36	1 36	2 06	2 36	3 36	4 06	4 36	5 06	5 36	6 36	7 06	7 36	9 41	11 10	ST. CHARLES
GENEVA	5 47	6 47	7 17	7 47	8 17	8 47	9 47	10 47	11 17	11 47	12 47	1 47	2 17	2 47	3 47	4 17	4 47	5 17	5 47	6 47	7 17	7 47	9 52	11 19	GENEVA
BATAVIA	5 55	6 55	7 25	7 55	8 25	8 55	9 55	10 55	11 25	11 55	12 55	1 55	2 25	2 55	3 55	4 25	4 55	5 25	5 55	6 55	7 25	7 55	10 00	11 26	BATAVIA
MOOSEHEART	6 00	7 00	7 30	8 00	8 30	9 00	10 00	11 00	11 30	12 00	1 00	2 00	2 30	3 00	4 00	4 30	5 00	5 30	6 00	7 00	8 30	10 05	11 31	MOOSEHEART
NORTH AURORA	6 03	7 03	7 33	8 03	8 33	9 03	10 03	11 03	11 33	12 03	1 03	2 03	2 33	3 03	4 03	4 33	5 03	5 33	6 03	7 03	8 33	10 08	11 34	NORTH AURORA
EXPOSITION PARK	6 05	7 05	7 35	8 05	8 35	9 05	10 05	11 05	11 35	12 05	1 05	2 05	2 35	3 05	4 05	4 35	5 05	5 35	6 05	7 05	8 35	10 10	11 35	EXPOSITION PARK
AURORA	6 18	7 18	7 48	8 18	8 48	9 18	10 18	11 18	11 48	12 18	1 16	2 18	2 48	3 18	4 18	4 48	5 18	5 48	6 18	7 18	8 48	10 23	11 46	AURORA

J. W. GUNDERSON, General Manager, W. H. EISSLER, Div. Supt. Aurora. E. S. ACKERMAN, Div. Supt. Elgin.



DAILY SCHEDULE ELGIN - CARPENTERSVILLE LINE

SUBJECT TO CHANGE WITHOUT NOTICE

EFFECTIVE MAY 21, 1933

NORTH BOUND

READ DOWN	Daily Ex. Sun	Daily Ex. Sun	Daily	Daily	Daily Ex Sun	Daily	Daily Ex Sun	Daily	READ DOWN
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
ELGIN	6 00	7 00	8 00	12 10	4 10	5 10	6 10	10 20	ELGIN
DUNDEE	6 20	7 20	8 20	12 30	4 30	5 30	6 30	10 37	DUNDEE
CARPENTERSVILLE	6 24	7 24	8 24	12 34	4 34	5 34	6 34	10 30	CARPENTERSVILLE

SOUTH BOUND

READ DOWN	Daily Ex. Sun.	Daily Ex. Sun	Daily	Daily	Daily Ex Sun	Daily	Daily Ex Sun	Daily	READ DOWN
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
CARPENTERSVILLE	6 25	7 25	8 25	1 00	4 26	5 35	6 35	10 40	CARPENTERSVILLE
DUNDEE	6 30	7 30	8 30	1 05	4 40	5 40	6 40	10 43	DUNDEE
ELGIN	6 48	7 48	8 48	1 24	4 54	5 54	6 54	10 50	ELGIN

AURORA, ELGIN AND FOX RIVER ELECTRIC CO.

DAILY SCHEDULE—Aurora City Line Cars

EFFECTIVE SUNDAY, MAY 21, 1933

Subject To Change Without Notice

15 minutes schedule from 6 00 a m to 8 00 a m and from 3 30 p m to 6 p m
20 minute schedule from 8 00 a m to 3 30 p m and after 6 00 p m
On Sunday and Holidays the 20 minute schedule is operated all day

LINE	MIN. AFTER EACH HOUR 15-Minute Schedule	MIN. AFTER EACH HOUR 20-Minute Schedule	FIRST CAR Ex. Sun. A. M.
FIFTH ST. Lv. Main & Broadway at	09 24 39 54	12 32 52	5 39
FIFTH ST. Lv. End of Line at	08 23 38 53	05 25 45	5 53
HIGH ST. Lv. Main & Broadway at	04 19 34 49	15 35 55	5 34
HIGH ST. Lv. End of Line at	00 15 30 45	05 25 45	5 45
CLAIM ST. Lv. Main & Broadway at	13 28 43 58	02 22 42	5 28
CLAIM ST. Lv. End of Line at	00 15 30 45	15 35 55	5 45
SO. LAKE ST. Lv. Main & Broadway at	12 27 42 57	06 25 45	5 43
SO. LAKE ST. Lv. End of Line at	06 21 36 51	15 35 55	5 51

BUSES

LINE	MIN. AFTER EACH HOUR 15-Minute Schedule	MIN. AFTER EACH HOUR 20-Minute Schedule	FIRST CAR Ex. Sun. A. M.
UNION ST. Lv. Main & Broadway at	11 26 41 56	07 27 47	5 41
UNION ST. Lv 7th & Spencer at	08 23 38 53	17 37 57	5 53
DOWNER PL. Lv. Main & Broadway at	01 16 31 46	05 25 45	6 0
DOWNER PL. Lv. End of Line at	00 15 30 45	17 37 57	6
NEW YORK ST. Lv. Main & Broadway at	08 23 38 53	03 23 43	5
NEW YORK ST. Lv. Liberty & Farnsworth at	03 18 33 48	13 33 53	6
LINCOLN AVE. Lv. Main & Broadway at	13 28 43 58	03 23 43	5
LINCOLN AVE. Lv. Enclid & LaFayette at	00 15 30 45	15 55 55	6
SPRUCE-OAK Lv. Main & Broadway at		05 25 45	5
SPRUCE-OAK Lv. Ill. Ave. & View St at		14 34 54	6

AURORA, ELGIN AND FOX RIVER ELECTRIC CO.

DAILY SCHEDULE—Aurora City Line Cars

EFFECTIVE SUNDAY, AUGUST 7, 1932

Subject To Change Without Notice

LINE	MIN. AFTER EACH HOUR	FIRST CAR	LAST CAR
*FIFTH ST. Lv. Fox & Broadway (Daily) at	10, 25, 40, 55	5 25 a m	11 25 p m
*FIFTH ST. Lv. End of Line (Daily) at	08, 23 38, 53	5 38 a m	11 38 p m
*HIGH ST. Lv. Fox & Broadway (Daily) at	04, 19, 34, 49	5 34 a m	11 19 p m
*HIGH ST. Lv. End of Line (Daily) at	00, 15, 30, 45	5 45 a m	11 30 p m
*CLAIM ST. Lv. Fox & Broadway (Daily) at	13, 28, 43, 58	5 28 a m	11 13 p m
*CLAIM ST. Lv. End of Line (Daily) at	00, 15, 30, 45	5 45 a m	11 30 p m
*SO. LAKE ST. Lv. Fox & Broadway (Daily) at	13, 28, 43, 58	5 28 a m	11 13 p m
*SO. LAKE ST. Lv. End of Line (Daily) at	06, 21, 36, 51	5 36 a m	11 21 p m
NEW YORK ST. Lv. Fox & Broadway up to 6:05 p m at	06, 21, 36, 51	5 36 a m	11 19 p m
NEW YORK ST. Lv. Fox & Broadway after 6:05 p m at	19, 39, 59		
NEW YORK ST. Lv. Fox & Broadway Sundays & Holidays at	19, 39, 59	6 39 a m	11 19 p m
NEW YORK ST. Lv. End of Line up to 5:32 p m at	02, 17, 32, 47	5 47 a m	11 30p m
NEW YORK ST. Lv. End of Line after 5:32 p m at	10, 30, 50		
NEW YORK ST. Lv. End of Line Sundays & Holidays at	10, 30, 50	6 50 a m	11 30p m
SPRUCE-VIEW Lv. Fox & Broadway up to 5 43 p m at	13, 28, 43, 58	5 28 a m	11 10 p m
SPRUCE-VIEW Lv. Fox & Broadway after 5 43 p m at	19, 39, 59		
SPRUCE-VIEW Lv. Fox & Broadway Sundays & Holidays at	19, 39, 59	6 39 a m	11 19 p m
SPRUCE-VIEW Lv. End of Line up to 5 55 p m at	11 26, 41, 56	5 41, a m	11 30 p m
SPRUCE-VIEW Lv. End of Line after 5 55 p m at	10, 30, 50		
SPRUCE-VIEW Lv. End of Line Sundays & Holidays at	10, 30, 50	6 50 a m	11 30 p m

NOTE—Lines Marked With * Indicate Cars Start One (1) Hour Later In A. M. on Sundays and Holidays.

(OVER)

AURORA ELGIN & FOX RIVER ELECTRIC COMPANY

ROSTER OF EQUIPMENT

As of June 30, 1916 Valuation Report A E & C Ry.

32 SINGLE TRUCK CLOSED CARS													
108-146 even nos.	(20)	St. Louis	02	29'-0"	8'-0"	24	Lord Baltimore	2-W68	GE-K10	Ha nd	$3170		
154-166 even nos.	(6)	St. Louis	97	31'-0"	8'-0"	28	Lord Baltimore	2-W68	GE-K10	Ha nd	2480		
182	(1)	Brill	97	28'-0"	7'-0"	24	Brill 21E	2-W68	GE-K10	Hand	2170		
250-258 even nos.	(5)	Niles	10	32'-7"	8'-1"	24	Brill 21E	2-W101b2	GE-K10	Hand	3910		
9 SINGLE TRUCK OPEN CARS													
131, 133, 137	(3)	Stephenson	97	33'-0"	7'-6"	50	Peckham	2-W68	GE-K10	Hand	1250		
135	(1)	"	97	28'-0"	7'-6"	50	"	2-W68	GE-K1o	Hand	1150		
117, 119, 123, 125, 127	(5)	Briggs	97	26'-0"	6'-0"	45	Brill 21	2-W68	GE-K10	Hand	1400		
22 DOUBLE TRUCK CLOSED CARS													
148, 150, 170	(3)	Brill	98	36'-0"	8'-0"	36	Brill 27F	4-W68	GE-K6	Air	3825		
156, 168	(2)	Brill	98	36'-10"	8'-2"	36	Brill 27F	4-W68	GE-K6	Air	3825		
172 (Semi-convertible)	(1)	Brill	98	36'-10"	8'-2"	36	Brill 27F	4-W68	GE-K6	Air	3800		
152	(1)	St. Louis Rebuilt by AE&CRy	98	46'-0"	7'-10"	48	Brill 27	4-W68	GE-K6	Air	3115		
184, 186, 188	(3)		98	40'-10"	7'-7"	40	McGuire-C 10A	4-W68	GE-K6	Air	2000		
190-196 even nos.	(4)	St. Louis	08	43'-10"	8'-2½"	44	Peckham	4-W68	K29	Air	5630	These cars had smokers	
242-248 even nos.	(4)	St. Louis	13	41'-2"	8'-9"	40	Baldwin Max Tr	2-GE203L	GE-K36J	Air	4750		
234-240 even nos.	(4)	St. Louis	16	42'-2"	8'-9"	40	St. Louis " "	2-W307CB1	W-K51	Air	5700		
8 DOUBLE TRUCK OPEN CARS													
111, 113, 115, 149	(4)	Brill	97	35'-0"	8'-0"	60	Brill Max Trac	2-W68	GE-K10	Hand	1630		
141, 143, 145, 147	(4)	St. Louis	99	36'-0"	8'-0"	72	Brill 27F	2-W68	GE-K10	Hand	2230		
12 DOUBLE TRUCK INTERURBAN CLOSED													
100, 102	(2)	St. Louis	01	45'-5"	8'-5"	48	St. Louis 23A	4-GE57	GE-K35C	Air	7095		
104, 106	(2)	St. Louis	01	46'-8"	8'-5"		"	4-GE57	GE-K35C	Air	7095	Combination baggage-psgr.	
200, 202	(2)	Niles	06	47'-10"	8'-8"		"	4-GE57	GE-K35C	Air	7495		
204, 206	(2)	McGuire-Cmgs	07	47'-10"	8'-8"		McGuire-C 104	4-GE57	GE-K35C	Air	7495		
208, 210, 212, 214	(4)	Twin City RT	05	44'-0"	8'-8"	50	Twin City R T	4-GE57	K37C	Air	3015		
OTHER EQUIPMENT													
Express #1	(1)						Double truck	4-GE57	K35G	Air	5500		
Line #4	(1)						Single truck	2-	K10	Hand	2000		
Work M	(1)						Double truck	4-W68	K6	Air	3500		
Work 23, 41	(2)						Double truck	4-GE57	K35G	Air	4500		
Sweeper K, L, P	(3)						Single truck	2-W68	K10	Hand	1500		
Sprinkler G	(1)						Single truck	2-W68		Hand	2400		
Pile Driver)0	(1)						Single truck	1-W68	1	Hand	600		

Also: 3-double truck flat cars 43, 87, 89; 1-single truck flat car B; 2-single truck dump cars 63, 65.

TIME TABLE No. Y-22

EFFECTIVE APRIL 29, 1923

OSCAR NELSON, CEIVER. OX RIVER DIVISION

THE AURORA, ELGIN & CHICAGO RAILROAD COMPANY

AURORA - FOX RIVER PARK - YORKVILLE

SUNDAY ONLY

SOUTH BOUND / NORTH BOUND

134	132	130	128	126	124	122	120	118	116	114	112	110	108	106	104	102	100	Mls.	Train No. / Station	Mls.	101	103	105	107	109	111	113	115	117	119	121	123	125	127	129	131	133	135
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	Noon	AM	AM	AM	AM	AM	AM				AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
11.00	10.00	9.00	8.00	7.00	6.00	5.00	4.00	3.00	2.00	1.00	12.00	11.00	10.00	9.00	8.00	7.00	6.00	0.00	AURORA	12.39	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.30
11.06	10.06	9.06	8.06	7.06	6.06	5.06	4.06	3.06	2.06	1.06	12.06	11.06	10.06	9.06	8.06	7.06	6.06		Gale Street		7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.26
11.10	10.10	9.10	8.10	7.10	6.10	5.10	4.10	3.10	2.10	1.10	12.10	11.10	10.10	9.10	8.10	7.10	6.10	1.55	Rathbone Avenue	10.84	7.47	8.47	9.47	10.47	11.47	12.47	1.47	2.47	3.47	4.47	5.47	6.47	7.47	8.47	9.47	10.47	11.47	12.23
11.12	10.12	9.12	8.12	7.12	6.12	5.12	4.12	3.12	2.12	1.12	12.12	11.12	10.12	9.12	8.12	7.12	6.12	1.93	Aurora City Limits Switch	10.46	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45	7.45	8.45	9.45	10.45	11.45	12.21
11.16	10.16	9.16	8.16	7.16	6.16	5.16	4.16	3.16	2.16	1.16	12.16	11.16	10.16	9.16	8.16	7.16	6.16	2.64	Montgomery Mill St.	9.75	7.43	8.43	9.43	10.43	11.43	12.43	1.43	2.43	3.43	4.43	5.43	6.43	7.43	8.43	9.43	10.43	11.43	12.19
11.18	10.18	9.18	8.18	7.18	6.18	5.18	4.18	3.18	2.18	1.18	12.18	11.18	10.18	9.18	8.18	7.18	6.18	3.21	Jefferson St. Switch	9.18	7.41	8.41	9.41	10.41	11.41	12.41	1.41	2.41	3.41	4.41	5.41	6.41	7.41	8.41	9.41	10.41	11.41	12.17
11.20	10.20	9.20	8.20	7.20	6.20	5.20	4.20	3.20	2.20	1.20	12.20	11.20	10.20	9.20	8.20	7.20	6.20	3.38	FOX RIVER PARK	9.01	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.16
11.30	10.30	9.30	8.30	7.30	6.30	5.30	4.30	3.30	2.30	1.30	12.30	11.30	10.30	9.30	8.30	7.30	6.30	5.87	Oswego Switch	6.52	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.08
11.33	10.33	9.33	8.33	7.33	6.33	5.33	4.33	3.33	2.33	1.33	12.33	11.33	10.33	9.33	8.33	7.33	6.33	6.22	Oswego Station	6.17	7.27	8.27	9.27	10.27	11.27	12.27	1.27	2.27	3.27	4.27	5.27	6.27	7.27	8.27	9.27	10.27	11.27	12.06
11.35	10.35	9.35	8.35	7.35	6.35	5.35	4.35	3.35	2.35	1.35	12.35	11.35	10.35	9.35	8.35	7.35	6.35	6.83	Hawley Siding	5.56	7.24	8.24	9.24	10.24	11.24	12.24	1.24	2.24	3.24	4.24	5.24	6.24	7.24	8.24	9.24	10.24	11.24	12.04
11.42	10.42	9.42	8.42	7.42	6.42	5.42	4.42	3.42	2.42	1.42	12.42	11.42	10.42	9.42	8.42	7.42	6.42	9.50	Valley Switch	2.89	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	11.58
11.50	10.50	9.50	8.50	7.50	6.50	5.50	4.50	3.50	2.50	1.50	12.50	11.50	10.50	9.50	8.50	7.50	6.50	12.39	YORKVILLE	0.00	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	11.50

J. F. EGOLF, General Manager for Receiver.

J. C. JOHNSON, Division Superintendent

TIME TABLE NO. 94 DAILY EXCEPT SUNDAY SCHEDULE

EFFECTIVE APRIL 29, 1929

NORTH BOUND / SOUTH BOUND

Station	North Bound	South Bound
Aurora	[illegible]	[illegible]
Cedar Street	[illegible]	[illegible]
Illinois Ave. Switch	[illegible]	[illegible]
Chemical Siding	[illegible]	[illegible]
Fair Ground Siding	[illegible]	[illegible]
No. Aurora Station	[illegible]	[illegible]
George Siding	[illegible]	[illegible]
Mooseheart Station	[illegible]	[illegible]
Mill Creek Siding	[illegible]	[illegible]
Batavia Switch	[illegible]	[illegible]
Batavia, Wilson Ave.	[illegible]	[illegible]
Laurelwood Siding	[illegible]	[illegible]
Geneva Barn	[illegible]	[illegible]
Chicago Junction	[illegible]	[illegible]
Wheeler Siding	[illegible]	[illegible]
St. Charles Switch	[illegible]	[illegible]
Main St. Switch	[illegible]	[illegible]
Lee Switch	[illegible]	[illegible]
Tanner Switch	[illegible]	[illegible]
Midway Siding	[illegible]	[illegible]
Coleman Siding	[illegible]	[illegible]
S. Elgin Siding	[illegible]	[illegible]
Kerbers Siding	[illegible]	[illegible]
So. Asylum Switch	[illegible]	[illegible]
State St. Switch	[illegible]	[illegible]
Walnut Ave. Switch	[illegible]	[illegible]
Elgin Square	[illegible]	[illegible]

CHICAGO HARVARD & GENEVA LAKE RY.

Built in 1899 to connect the Chicago & North Western Railway at Harvard, Illinois, with Walworth, Wisconsin, and the resort of Fontana Beach on beautiful Lake Geneva, the Chicago, Harvard & Geneva Lake Railway was busy with summer vacation traffic from Chicago to and from the lake. With the end of the summer season, however, the passenger business faded and it appeared that something else would have to be done to keep going.

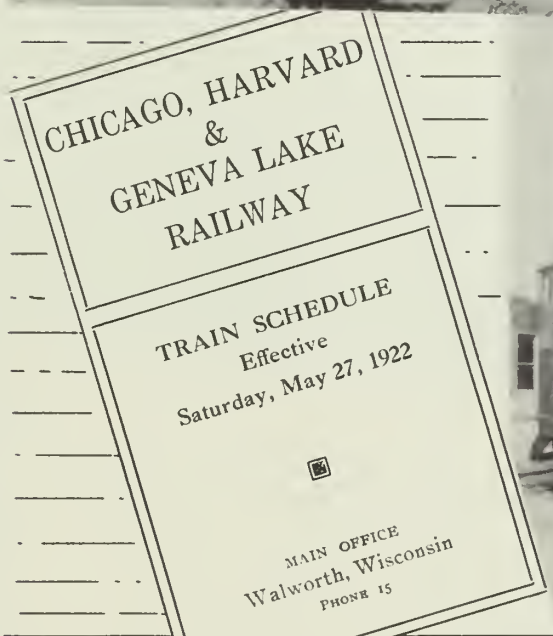
Things got worse when the Chicago Milwaukee & St. Paul Railway built a branch through Harvard in 1900, providing direct competing service to Chicago, but freight traffic came to the rescue. After establishing an interchange with the Milwaukee Road, cars were switched with revenue equal to the line haul from Harvard.

A steam railroad box car was converted into a freight motor by equipping it with a McGuire truck of a type designed for elevated railway service. Refrigerator cars were hauled from the Bowman Dairy plant at Bigfoot to the North Western Railway interchange for Chicago. All winter the line kept busy hauling ice cut from Lake Geneva to feed the big city's needs in those days before mechanical refrigeration. But the most important commodity was live stock from a private yard at Walworth. The line is said to have been so successful in its pursuit of freight traffic that the teaming of heavy loads along the paralleling roads practically ended and "the condition of the highway improved almost at once."

But even at best receipts were meager and economy was the rule from the first and the staff was kept to a bare minimum. The winter force numbered eleven--one manager, two engineers, one fireman, one electrician, one helper, one trackman, two motormen, one passenger conductor and one freight conductor. Additional crews were hired during summers.

In 1911 the road came under control of the Marengo & Harvard Railway, which was to have linked with the Woodstock & Sycamore line to make a line through to DeKalb and Aurora. Although evidences of grading and a substation remain the project never materialized.

CH&GL service ended in April 1930 and the road was scrapped within two years.



GENEVA LAKE AND CHICAGO

CHICAGO, HARVARD & GENEVA LAKE RAILWAY

Via. Harvard and Chicago & North Western Railway

Toward Chicago (Read down)			514	528	534	510	522	544	520	508	746	516	
Mls	SOUTH		A M	A M		A M	A M	P M	P M	P M	P M	P M	P M
0	Fontana (Geneva Lake) C. H. & G. L.	Lv	‡ 5 15	* 7 30		* 9 10	*11 50	‡ 1 20	* 3 50	‡ 6 00	‡ 6 15	* 7 50	‡11 00
2.5	Walworth		5 25	7 40		9 20	12 00	1 30	4 00	6 10	6 25	8 00	11 18
5.5	Big Foot		5 35	7 50		9 30	12 10	1 40	4 10	6 20	6 35	8 10	11 20
11	Harvard	Ar	5 55	8 10		9 50	12 30	2 00	4 30	6 40	6 55	8 30	11 40
11	Harvard (C. & N. W.)	Lv	* 6 00	‡ 8 32	‡ 8 40	‡10 01	*12 45	‡ 2 10	‡ 4 38	‡ 6 03	‡ 6 50	* 8 40	
22.4	Woodstock		6 19	8 49	9 15	...	1 00	2 35	5 01	6 22	7 20	9 00	
30.8	Crystal Lake		6 31	9 01	9 40	...	1 12	2 55	5 28	6 38	7 50	9 16	
73.7	Chicago	Ar	7 45	10 05	11 30	11 50	2 20	4 25	6 30	8 55	9 16	10 30	

Toward Geneva Lake (Read down)			507		521	517	719	513	529	541	511	503	
Mls	NORTH		A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M
0	Chicago (C. & N. W.)	Lv	‡ 2 01		‡ 7 30	* 8 15	‡ 8 32	‡12 30	‡ 3 30	‡ 4 30	* 5 30	* 6 01	*10 46
42.9	Crystal Lake		3 08		8 02	8 22	10 10	1 52	4 25	5 46	6 27	6 04	12 15
51.3	Woodstock		3 22		8 20	9 36	10 24	2 11	4 38	6 06	6 50	6 17	12 32
62.7	Harvard	Ar	3 40		9 45	9 55	10 45	2 28	4 57	6 26	7 00	9 40	12 55
62.7	Harvard (C. H. & G. L.)	Lv	‡ 6 30	* 8 20		*10 10	*12 30	* 2 45	* 5 10		* 7 10	*10 15	
69	Big Foot		6 50	8 40		10 30	12 50	3 05	5 30		7 30	10 25	
71.2	Walworth		7 00	8 50		10 40	1 00	3 15	5 40		7 40	10 45	
73.7	Fontana (Geneva Lake)	Ar	7 10	9 00		10 50	1 10	3 25	5 50		7 50	10 55	

CHICAGO, HARVARD & GENEVA LAKE RAILWAY

Via. Walworth and Chicago, Milwaukee & St. Paul Railway

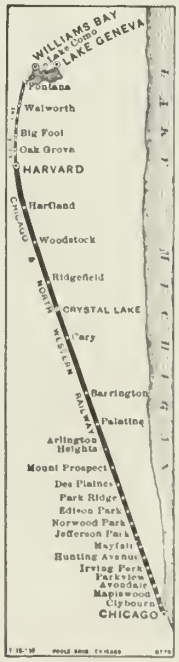
Toward Chicago (Read down)			138	140	142			146				
Mls	SOUTH		A M	A M	A M	A M	P M	P M	P M	P M		
0	Fontana (Geneva Lake) C. H. & G. L.	Lv	‡ 5 15	* 7 30	* 9 10	*11 50	‡ 1 20	‡ 6 00	‡ 8 15	* 7 50		
2.5	Walworth	Ar	5 25	7 40	9 20	12 00	1 30	6 10	8 25	8 00		
2.5	Walworth (C. M. & St. P.)	Lv	* 6 05	* 8 22	11 20				* 7 52			
76.1	Chicago	Ar	9 50	10 45	1 30				8 54			

Toward Geneva Lake (Read down)					131			135	137	143			
Mls	NORTH		A M	A M	A M	P M	P M	P M	P M	P M			
0	Chicago (C. M. & St. P.)	Lv			* 7 10			* 1 52	‡ 5 50		* 8 45		
73.6	Walworth	Ar			8 24			5 20	6 56		9 05		
73.6	Walworth (C. H. & G. L.)	Lv	* 7 00	* 8 50	*10 40	* 1 00	* 3 15	* 5 45		* 7 45	*10 45		
74.1	Fontana (Geneva Lake)	Ar	7 10	9 00	10 50	1 10	3 25	5 55		7 50	10 55		

*Daily. ‡Daily except Sunday. §Sunday only.

‡Saturday and Sunday only, and only when having passengers for Harvard or beyond.

Note: Geneva Lake station (Fontana) is at the south end of the Lake. Automobiles and boats meet cars for City of Lake Geneva and Williams Bay and all points around the Lake.



FOX & ILLINOIS UNION RAILWAY:

The most unusual thing about this railway perhaps was its name, derived from its promoters' plan to unite the valleys of the Fox and Illinois rivers with an interurban railway. The only towns served were the terminals: Yorkville, on the Fox, and Morris, on the Illinois. The intervening run was entirely rural, with the simple cross-country run interrupted only by crossing from one side of the highway to the other at the substation midway.

Altho the terminal towns were small, junctions were made with other interurban lines at each. At Yorkville, F & I U cars met Aurora Elgin & Chicago Fox River Division cars and at Morris, the line intersected the Chicago & Illinois Valley Railroad.

Passenger business was very light and it was seldom necessary to take advantage of the multiple unit control with which passenger cars 100 and 102 had been fitted. These two cars were built at McGuire-Cummings and were finished in brown with red roof and yellow trim and lettering. They were equipped with Westinghouse 306 motors and double-end HL control. There were no wyes and the baggage vestibule was operated on the south end of each car.

The abandonment wave took away passenger service on February 3, 1931 and would have ended all operations, but the farmers of the area cooperatively bought up the pike so that freight service on the five grain elevators would continue. Box motor 7 was equipped with a gasoline engine and the trolley wires were removed. Right-of-way for a transmission line was sold at a handsome profit to the Public Service Company and freight operations although authorized to be discontinued on February 29, 1938 were continued on a hand-to-mouth basis until October 21, 1938.

The passenger cars remained on the property until 1933 when they were scrapped. The self-propelled box motor was sold to the Colorado & Southeastern Railroad.

OFFICIAL TIME TABLE, EFFECTIVE JANUARY 1, 1915
(Subject to Change Without Notice)

FOX & ILLINOIS UNION R. R. CO. and CONNECTIONS

AT YORKVILLE

A. E. & C.

East	West
5:55 a.m.	5:50 a.m.
7:00 a.m.	6:55 a.m.
8:05 a.m.	7:50 a.m.
10:05 a.m.	9:50 a.m.
12:05 p.m.	11:50 a.m.
2:05 p.m.	1:50 p.m.
4:05 p.m.	3:50 p.m.
5:15 p.m.	4:50 p.m.
6:15 p.m.	6:00 p.m.
7:10 p.m.	7:00 p.m.
8:05 p.m.	8:00 p.m.
10:05 p.m.	9:50 p.m.
11:55 p.m.	11:50 p.m.

C. B. & Q.

East	West
8:47 a.m.	10:20 a.m.
4:19 p.m.	6:10 p.m.

LEAVE YORKVILLE — ARRIVE YORKVILLE

Daily Except Sunday A M	A M	A M	P M	P M	Sat Only		Daily Except Sunday A M	A M	P M	P M	P M	Sat Only
5:45	7:52	11:55	3:52	6:05	9:52	Yorkville	7:50	9:55	3:45	6:00	8:05	12:10
5:59	8:04	12:15	4:04	6:17	10:04	Kollman	7:38	9:46	3:25	5:48	7:56	11:58
6:02	8:07	12:19	4:07	6:20	10:07	Brown School	7:34	9:42	3:20	5:44	7:53	11:54
6:07	8:12	12:25	4:12	6:25	10:12	Kentland	7:29	9:36	3:15	5:39	7:48	11:49
6:11	8:16	12:30	4:16	6:28	10:16	Lisbon Center	7:25	9:31	3:08	5:35	7:45	11:45
6:15	8:20	12:34	4:20	6:32	10:20	Peterson	7:22	9:27	3:04	5:32	7:40	11:42
6:19	8:24	12:38	4:24	6:36	10:24	Central	7:18	9:23	3:00	5:28	7:38	11:38
6:22	8:26	12:42	4:26	6:38	10:26	Saratoga	7:15	9:20	2:56	5:25	7:35	11:35
6:27	8:31	12:48	4:31	6:43	10:31	Church Road	7:10	9:15	2:49	5:20	7:30	11:30
6:32	8:36	12:54	4:36	6:48	10:36	Wilson	7:05	9:10	2:43	5:15	7:25	11:25
6:39	8:15	1:04	4:45	6:55	10:45	C. O. & P. Depot	6:55	9:00	2:31	5:05	7:15	11:15
6:45	8:50	1:10	4:50	7:00	10:50	Morris—Hotel Commercial	6:50	8:55	2:25	5:00	7:10	11:10
ARRIVE MORRIS							LEAVE MORRIS					

SUNDAY ONLY

LEAVE YORKVILLE A M	A M	P M	P M	P M		ARRIVE YORKVILLE A M	A M	P M	P M	P M
7:30	9:30	1:30	5:30	9:30	Yorkville	9:25	11:25	3:25	7:25	11:25
7:42	9:42	1:42	5:42	9:42	Kollman	9:15	11:15	3:15	7:15	11:15
7:45	9:45	1:45	5:45	9:45	Brown School	9:11	11:11	3:11	7:11	11:11
7:50	9:50	1:50	5:50	9:50	Kentland	9:07	11:07	3:07	7:07	11:07
7:54	9:54	1:54	5:54	9:54	Lisbon Center	9:03	11:03	3:03	7:03	11:03
7:57	9:57	1:57	5:57	9:57	Peterson	9:00	11:00	3:00	7:00	11:00
8:01	10:01	2:01	6:01	10:01	Central	8:57	10:57	2:57	6:57	10:57
8:03	10:03	2:03	6:03	10:03	Saratoga	8:54	10:54	2:54	6:54	10:54
8:08	10:08	2:08	6:08	10:08	Church Road	8:49	10:49	2:49	6:49	10:49
8:13	10:13	2:13	6:13	10:13	Wilson	8:44	10:44	2:44	6:44	10:44
8:20	10:20	2:20	6:20	10:20	C. O. & P. Depot	8:35	10:35	2:35	6:35	10:35
8:25	10:25	2:25	6:25	10:25	Morris—Hotel Commercial	8:30	10:30	2:30	6:30	10:30
ARRIVE MORRIS					Telephone Yorkville 15	LEAVE MORRIS				

AT MORRIS

C. O. & P.

East	West
5:46 a.m.	5:50 a.m.
6:50 a.m.	7:00 a.m.
7:47 a.m.	7:55 a.m.
8:47 a.m.	8:55 a.m.
10:47 a.m.	9:55 a.m.
12:47 p.m.	10:55 a.m.
1:47 p.m.	12:55 p.m.
2:47 p.m.	2:55 p.m.
4:47 p.m.	3:55 p.m.
5:47 p.m.	4:55 p.m.
6:47 p.m.	6:55 p.m.
8:47 p.m.	8:55 p.m.
10:47 p.m.	11:53 p.m.
11:50 p.m.	

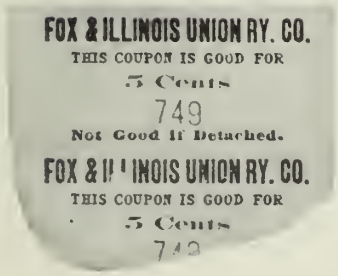
C. R. I. & P.

East	West
4:26 a.m.	1:35 a.m.
6:28 a.m.	3:18 a.m.
7:58 a.m.	9:10 a.m.
10:40 a.m.	10:41 a.m.
11:23 a.m.	2:52 p.m.
3:42 p.m.	5:22 p.m.
5:10 p.m.	6:45 p.m.
8:01 p.m.	
	7:10 F.
	7:28 F.
	7:43 p.m.
	11:38 p.m.

Tickets, freight rates and other information at Yorkville office.
All shipments must be plainly marked and prepaid unless otherwise agreed. Consignments to points where we have no agent will be left at owner's risk. Freight will be handled only on car leaving Yorkville at 10:55 a. m. and leaving Morris at 2:25 p. m. All perishable goods must be delivered to and from the car.

F. M. ZIMMERMAN, G. M.

SB



GK

FOX & ILLINOIS UNION RAILWAY

TIME TABLE

FAST
SAFE
EFFICIENT
SERVICE

Phones { Morris 96 / Yorkville 15 }

Central Standard Time

Effective May 1, 1925

F. & I. U. RAILWAY

LEAVE MORRIS	ARRIVE YORKVILLE	LEAVE YORKVILLE	ARRIVE MORRIS
6:50am	7:45am	7:55am	8:50am
10:50am	11:45am	12:00	12:50pm
2:20pm	3:15pm	3:55pm	4:45pm
5:00pm	5:50pm	6:15pm	7:05pm
a9:00pm	9:50pm		

a—Saturday only

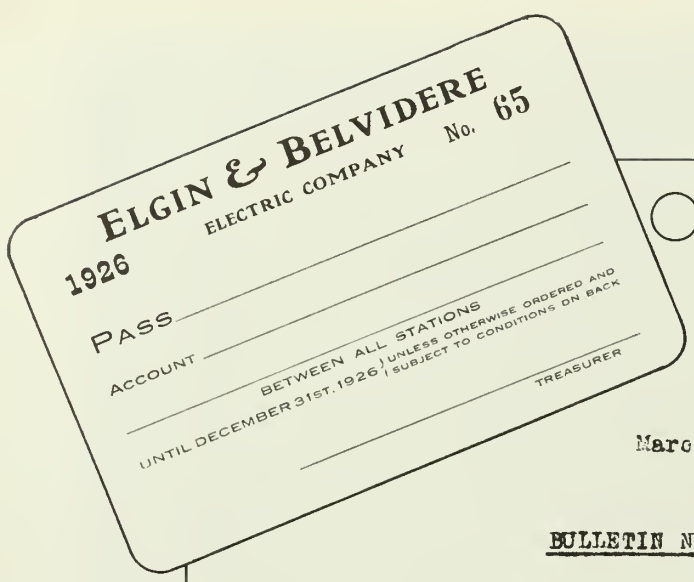
SUNDAYS and HOLIDAYS

10:30am	11:25am	9:25am	10:20am
4:30pm	5:25pm	5:35pm	6:30pm
9:00pm	9:45pm	10:00pm	10:50pm

All Trains make direct connections at Yorkville with Buses for Aurora and points West. R. R. conections made at Morris. Ask Trainman for further information.

OVER

W. C. MILLER
General Superintendent



March 8, 1930

BULLETIN NUMBER 47.

To All Employees: SUBJECT: Stopping Operation

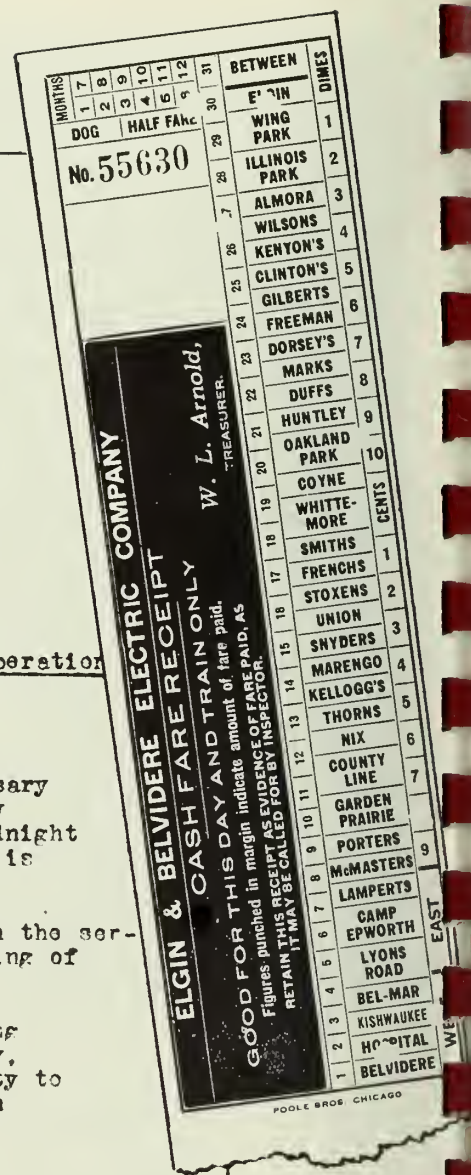
Owing to lack of sufficient revenue it is necessary to dicontinue operation atonce and all employees are hereby notified that their services will not be required, after midnight March 9th. The management of the company regrets that it is compelled to take this action.

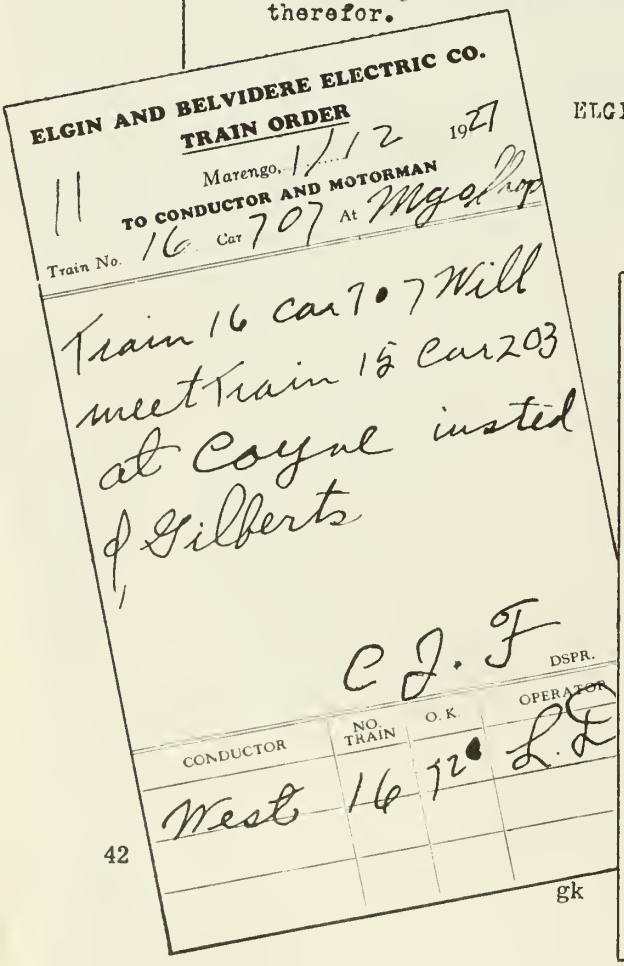
Should conditions arise after March 9th., under which the services of some of the employees can be used in the dismantling of the road, such employees will be given an opportunity.

All trainmen holding tickets and all employees holding switch keys, register keys or other property of the company, heretofore issued to them, will please deliver such property to the Marengo office on March 10th. and receipt will be given therefor.

ELGIN, BELVIDERE & ROCKFORD RAILWAY CO.

President.





ROCKFORD TO CHICAGO—East Bound

Rockford Lv.		5 55	7.45	9 45	11.45	1 45	3 45	5 45	8 20	10 40
C. Valley		6 20	8 09	10.09	12 09	2 09	4 09	6 09	8 49	11 08
Belvidere		6 35	8 25	10.25	12 25	2 25	4 25	6 25	9 05	11 25
G. Prairie		6 48	8 38	10 38	12 38	2 38	4 38	6 38	9 16	11 40
Marengo	x5 50	7 00	8 53	10 53	12 53	2 53	4 53	6 53	9 28	11 55
Union	x5.58	7 07	9 02	11.02	1 02	3 02	5 02	7 02	9 37	
Huntley	x6 13	7.19	9 15	11.15	1 15	3 15	5 15	7 15	9 46	
Gilberts	x6 22	7.29	9 25	11 25	1 25	3 25	5 25	7 25	9 55	
Elgin Ar.	x6 46	7 48	9 50	11 50	1 50	3 50	5 50	7 50	10 22	
Chicago Ar. (Week Days)	x8 06	9 04	11 06	1 15	3 15	5 26	7 18	9 13	11 46	
Chicago Ar. (Sundays)		9 17	11 17	1 17	3 17	5 17	7 17	9 17	12 21	

Electric Cars leave Rockford for Freeport and Beloit.

CHICAGO TO ROCKFORD—West Bound

Chicago Lv. (Sundays)		6.30	8 30	10.30	12 30	2 30		4 30	6 30	8 30
Chicago Lv. (Week Days)		6.10	8.30	10.30	12 30	†2 30	*2 30	4 48	7 05	9 00
Elgin Lv.	x7 00	8 10	10 10	12 10	2 10	†4 10	*4 40	6 10	8 30	10 30
Gilberts	x7 22	8 32	10 32	12 32	2 32	†4 32	*5 04	6 32	8 52	10 52
Huntley	x7 32	8 42	10 42	12 42	2 42	†4 42	*5 15	6 42	9 02	11 02
Union	x7 46	8 56	10 56	12 56	2 56	†4 56	*5 36	6 56	9 16	11 16
Marengo 6 00	7 54	9 04	11 04	1 04	3 04	†5 04	*5 45	7 04	9 24	11 34
G. Prairie 6.12	8 06	9 16	11 16	1.16	3 16	†5 16	*5 56	7 16	9 36	
Belvidere 6 55	8 25	9.33	11 33	1 33	3 33	†5 33	*6 10	7 33	9 53	
C. Valley 7 10	8 40	9 48	11 48	1 48	3 48	†5 48	*6 26	7 48	10 09	
Rockford Ar. 7 40	9 10	10.15	12 15	2 15	4 15	†6 15	*6 53	8 15	10 35	

x Daily except Sundays.
* Daily except Saturday, Sunday and Holidays.
† Saturday, Sunday and Holidays only.

A.M. Time Light Figures.
P.M. Time Heavy Figures.

11-1-23

gk

ELGIN & BELVIDERE ELECTRIC COMPANY

Construction of an electric railway from Elgin through Marengo to Belvidere commenced in 1906. Popularly known as the "Dairy Route" in its early days, the design and construction was supervised by the noted traction engineer, Bion Joseph Arnold. About 30 years later he had the sad chore of dismantling the road, but still very much interested in new ideas, he converted the Marengo carbarn to a modern factory for the production of magnetic materials.

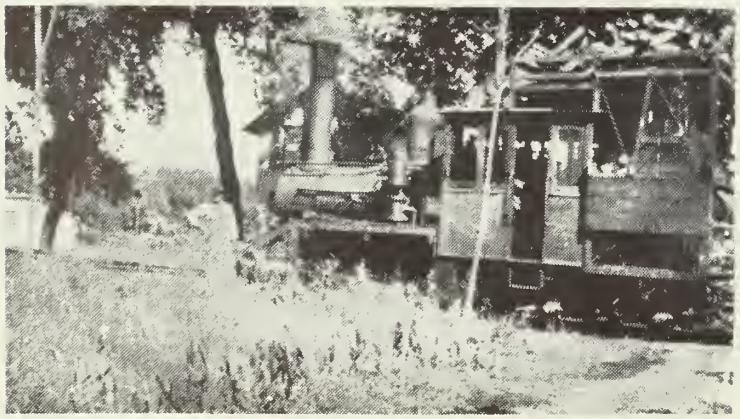
Right-of-way for the interurban which was to close the traction travel gap between Chicago and Rockford was acquired and steel was being laid by August 8, 1906. Track connections were made at Elgin with the Aurora Elgin & Chicago Railway and at Belvidere with the Rockford & Interurban Railway. All steam roads were underpassed, except in Elgin, where E&B ran on the city line's trackage. There was also street running in the towns of Union, Marengo and Belvidere.

Construction was completed in the winter of 1906, with the first scheduled passenger car leaving Marengo for Elgin at 4:00 AM on February 2, 1907. In 1908 the schedule provided hourly local service, with two limiteds in each direction.

Through service with the Rockford lines was developed at an early date, with the black cars of the Rockford-Belvidere road a common sight in the territory of the green E&B cars. Some "Dairy Route" cars were equipped with third-rail shoes for running over the Aurora-Elgin, but there apparently was no regular through passenger car schedule.

Business was heavy at the start and on week-ends there were many double-headed runs, with cars jammed to the doors. E&B's cars, though quite small, were equipped with multiple-unit control and automatic air brakes, so that two or three-car trains could be run at modest cost to deal with peak loads.

Elgin & Belvidere's rolling stock, tho small in capacity, was ample for its usual needs and could be multipled for train operation if necessary, altho this proved a mighty strain on its meager power supply. An interesting feature of the arrangement of the St. Louis-built cars was the motorman's cab and baggage compartment confined to the right hand side of the forward bulkhead, while the left-hand side was occupied by "railfan" seats with excellent forward observation. The motorman's cab door was an afterthought-- see earlier photo of 204 on bottom of page 43, as was the removal of the baggage door on one car -- see rear car of train on page 45-- and it looks like 204 was the recipient of that variation, too.



After the first few years, E&B's existence became quite difficult. The population served was quite small and its dependence upon connecting lines for through traffic was apparent. Efforts to consolidate never bore fruit although operating agreements permitted through Rockford-Elgin cars until revenues got so low that division of costs became a matter of argument.

Cost trouble brought ingenuity into play, and E&B (at the time it was working as Elgin Belvidere & Rockford Railway) put the first automatic substation into service at Union at about the end of the first World War. Arnold also bought what was then a huge gasoline engine, surplus from the War, and set it up on the floor of the Marengo barn with a generator to permit the railway to discontinue the purchase of power from the Aurora-Elgin Batavia power house.

Passenger cars included the St. Louis-built 201-207 group and the Niles-built 208-209, the latter thought to have been acquired from the Youngstown & Ohio River Railway. Car 208 got a very unusual rebuilding job, with the motorman's cab being built into a tiny booth-like projection of the train door. One of the St. Louis cars was destroyed in an accident on the Chicago Aurora & DeKalb Railroad where it was on lease, and the debt was repaid with car 24 of that road.

One-man car operation came in 1927, when the Rockford lines bought seven light-weight maroon and cream cars from American Car Company. When the split of expenses became an issue, the use of through cars over E&B was ended, but it was obvious that the savings of one-man operation should not be discarded. E&B's old cars, by now painted orange and red, were fitted for this service at very little cost. The baggage end was then run to the rear, the motorman's controls were moved to the left side of the old rear end, and a tricky arrangement of rods and handles was installed to permit him to open and close the door and trap without leaving his seat. Since the cars had typical interurban walkover seats, no interior changes were needed. This type of car was the last used.

Operations dwindled away in 1928 and 1929. By that winter it was touch-and-go whether there would be enough receipts each week to meet the payroll. Trips were reduced one by one and finally, in March 1930, all service ended. Scrap values were so low at the time that only the trolley wires were removed promptly. Arnold decided to dismantle the road himself rather than contract the job to a scrap dealer. He decided to use steam power and, when he found that a pet 4-4-0 he had designed in the '90s for the Great Western Railway could not be obtained, he purchased two old Manhattan Elevated Railway Forneys for the job. It took about five years to pull up the line, after which the rolling stock remained at Marengo another couple of years, before it was finally junked.

GK

BN

Two motor freight and express cars, numbers 101 and 102, built by McGuire-Cummings, carried a substantial freight business for the "Dairy Route."

The road had few mishaps over the years, but there was considerable difficulty with snow and ice. One winter, almost the entire overhead structure between Huntley and Marengo was destroyed, necessitating the temporary use of an Illinois Central Railroad switcher to haul cars over the dead part of the line until wires could be restrung. Another bad incident occurred after operations had ended and the line was being dismantled. Of course there was no dispatching system at that time and the weeds had grown high, concealing the view ahead at curves. One day owner Arnold came down the line on a motored inspection car of the kind used by track section gangs and came around a curve headon into a steam-powered work train. Arnold, in his seventies at the time, narrowly escaped death, but lived to return to the Marengo barns where a railfan of the late '30s might interrupt his work on magnets for a few minutes of reminiscences of the old days.

EF

Elgin & Belvidere Electric Co.

SCHEDULE

EFFECTIVE APRIL 30th, 1923.

WEST BOUND

SUBJECT TO CHANGE WITHOUT NOTICE. *(Central Standard Time)*

STATIONS	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Sunday Leaving Time—Chicago		Except Sunday	7:20	9:30	11:30	1:30	3:20	5:20	7:30	9:00		
Chicago ____ Lv.			7:20	9:30	11:30	1:30	3:48	4:55	7:35	9:00		
Elgin ____ Ar.			8:56	10:53	12:53	2:53	4:57	6:20	8:55	10:15		
Elgin ____ Lv.		7:00	9:00	11:00	1:00	3:00	5:00	7:00	9:00	10:15		
Gilberts ____		7:22	9:22	11:22	1:22	3:22	5:22	7:22	9:22	10:35		
Huntley ____		7:33	9:33	11:33	1:33	3:33	5:33	7:33	9:33	10:45		
Union ____		7:48	9:48	11:48	1:48	3:48	5:48	7:48	9:48	11:00		
Marengo ____	6:00	DAILY 7:57	9:57	11:57	1:57	3:57	5:57	7:57	9:57	11:10		
Garden Prairie ____	6:12	8:10	10:10	12:10	2:10	4:10	6:10	8:10	10:10			
Belvidere ____ Ar.	6:25	8:24	10:24	12:24	2:24	4:24	6:24	8:24	10:24			
Belvidere ____ Lv.	6:50	8:25	10:25	12:25	2:25	4:25	6:25	8:25	10:25			
ROCKFORD ____	7:30	9:05	11:05	1:05	3:05	5:05	7:05	9:05	11:05			

EAST BOUND

STATIONS	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Rockford ____	Except Sunday	6:00	7:40	9:40	11:40	1:40	3:40	5:40	7:40	9:40		
Belvidere ____ Ar.		6:35	8:20	10:20	12:20	2:20	4:20	6:20	8:20	10:20		
Belvidere ____ Lv.		6:35	8:25	10:25	12:25	2:25	4:25	6:25	8:25	10:25		
Garden Prairie ____		6:48	8:39	10:39	12:39	2:39	4:39	6:39	8:39	10:39		
Marengo ____	5:50	7:00	8:52	10:52	12:52	2:52	4:52	6:52	8:52	10:52		
Union ____	5:58	7:07	9:00	11:00	1:00	3:00	5:00	7:00	9:00			
Huntley ____	6:13	7:19	9:14	11:14	1:14	3:14	5:14	7:14	9:14			
Gilberts ____	6:22	7:26	9:22	11:22	1:22	3:22	5:22	7:22	9:22			
Elgin ____ Ar.	6:46	7:48	9:48	11:48	1:48	3:48	5:48	7:48	9:48			
Elgin ____ Lv.	7:02	8:02	10:02	12:02	2:02	4:02	6:08	8:05	10:35			
CHICAGO ____	8:07	9:10	11:20	1:20	3:20	5:25	7:30	9:30	12:03			
Sunday leaving time—Elgin		8:00	10:00	12:00	2:00	4:00	6:00	8:00	10:00			
Sunday arriving time—Chicago		9:22	11:23	1:23	3:23	5:33	7:33	9:33	11:30			

Trains Run Through Between Elgin and Rockford Without Change of Cars.

Woodstock Interurban Auto Bus meets Elgin & Belvidere Cars at Marengo daily leaving for Woodstock at 8:52 A. M. and 3:57 P. M. Leaves Woodstock for Marengo at 8:00 A. M. and 3:00 P. M. Special Auto Trips on request at reasonable rates. For information phone H. H. Bosshard, 235W or 17, Woodstock, Illinois.

ELGIN-BELVIDERE ELECTRIC COMPANY

TIME TABLE No 13

EASTBOUND — FOR EMPLOYEES USE ONLY — EFFECTIVE JAN. 3, 1911.

		1st CLASS														2nd CLASS			
TRAIN NOS.		2	4	6	8	10	12	14	16	18	20	22	24	26	28	50	52	54	TRAIN NOS
STATIONS	MILES	A.M.	A.M.	A.M.	L A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	L P.M.	P.M.	P.M.	P.M	P.M	A.M	P.M	P.M.	STATIONS
BELVIDERE	0.0		6.00	7.00	8.10	9.10	11.10	1.10	3.10	4.10	5.10	6.10	8.00	10.00	11.50		12.00	8.55	BELVIDERE
WEST PIT	2.0		6.06	7.06	8.16	9.17	11.17	1.17	3.17	4.17	5.16	6.17	8.07	10.07	11.56		12.08	9.02	WEST PIT
CAMP EPWORTH	4.0		6.10	7.10	8.20	9.22	11.22	1.22	3.22	4.22	5.20	6.22	8.11	10.11	12.00		12.13	9.05	CAMP EPWORTH
GARDEN PRAIRIE	6.1		6.14	7.14	8.24/26	9.26/28	11.28	1.28	3.28	4.28	5.24/26	6.28	8.15	10.15	12.04		12.17/19	9.08	GARDEN PRAIRIE
THORNS SIDING	9.0		6.19	7.20	8.30	9.34	11.34	1.34	3.34	4.34	5.30	6.35/37	8.19	10.19	12.09		12.33	9.13	THORNS SIDING
MARENGO SHOPS	11.7		6.23	7.25	8.35	9.38	11.38	1.38	3.38	4.38	5.35	6.39	8.23/25	10.23/25	12.13	7.15	12.39	9.18	MARENGO SHOPS
MARENGO	12.2	5.50	6.25	7.28	8.37	9.41/42	11.42	1.42/44	3.38/42	4.44	5.37	6.42	8.28	10.28	12.15	7.20	12.42	9.20	MARENGO
SCHNEIDERS SID'G	14.9	5.54	6.30	7.34	8.41	9.47	11.47	1.47	3.47	4.47	5.41	6.47	8.32	10.32		7.27		9.25	SCHNEIDERS SID'G
UNION	15.9	5.57	6.34	7.37	8.44	9.52	11.52	1.52	3.52	4.52	5.44	6.52	8.36	10.36		7.30		9.28	UNION
SMITH SIDING	18.8	6.08	6.39	7.43	8.49	11/9.54/55	11/11.54/55	1.54/55	3.54/55	11/4.54/55	5.49	6.58	8.41	10.41		7.38		9.33	SMITH SIDING
COYNE	21.7	6.07	6.45	7.48	8.53	10.01	12.04	2.04	4.04	5.04	5.53	7.03	8.46	10.46		7.45/50		9.38	COYNE
HUNTLEY	23.3	6.10	6.48	7.51	8.55	10.05	12.07	2.07	4.07	5.07	5.55	7.05	8.49	10.49		7.58		9.40	HUNTLEY
HUNTLEY SIDING	23.4	6.11	3/6.49	7.52	8.56	9/10.06/07	12.08	2.08	4.08	5.08	5.56	7/7.06/07	8.50	10.50		7.59		9.41	HUNTLEY SIDING
MARKS SIDING	27.0	6.15	6.53	7.56	8.59	10.12	12.13	2.13	4.13	5.13	11/5.59	7.13	8.54	10.54		8.05		9.45	MARKS SIDING
EVANS PIT	27.9	6.19	6.55	7.59	9.02	10.15	12.15	2.15	4.15	5.15	6.02	7.15	8.57	10.57		8.09		25/9.14/15	EVANS PIT
GILBERTS	28.3	6.20	6.57	8.00	9.04	10.18	12.18	2.18	4.18	5.18	6.04	7.18	8.58	10.58		8.13		9.55	GILBERTS
ALMORA	33.1	4/6.24/25	7.06	8.08	9.11	10.28	12.28	2.28	11/4.24/28	5.28	6.11	7.28	9.06	11.06		7/8.24/25		10.05	ALMORA
WING PARK	34.5	6.33	7.14	8.15	9.15	10.33	12.33	2.33	4.33	5.33	6.15	7.33	9.14	11.14		8.33		10.10	WING PARK
LARKIN-EDISON AVE.	35.3	6.36	7.18	8.18	9.18	10.36	12.36	2.36	4.36	5.36	6.18	7.36	9.18	11.18		8.35		10.15	LARKIN-EDISON AVE.
HAMILTON AVE.	35.4	6.39	5/7.20	7/8.20	9.20	10.37	12.37	2.37	4.3	11/5.36/40	6.20	23/7.38/40	9.20	11.20					HAMILTON AVE.
WEST SIDE JCT.	36.3	6.42	7.24	8.24	9.24	10.42	12.42	2.42	4.42	5.42	6.24	7.42	9.24	11.24					WEST SIDE JCT.
ELGIN	36.4	6.44	7.25	8.25	9.25	10.44	12.44	2.44	4.44	5.44	6.25	7.44	9.25	11.25					ELGIN

WESTBOUND

		1st CLASS														2nd CLASS			
TRAIN NOS.		1	3	5	7	9	11	13	15	17	19	21	23	25	27	51		53	TRAIN NOS.
STATIONS	MILES	A.M.	A.M.	AM	A.M.	FL A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M	FL P.M.	P.M.	P.M.	A.M.		A.M.	STATIONS
ELGIN	0.0		6.12	7.12	8.12	9.35	11.12	1.12	3.12	4.12	5.35	6.35	7.35	9.30	11.30				ELGIN
WEST SIDE JCT.	0.1		6.14	7.14	8.14	9.36	11.14	1.14	3.14	4.14	5.36	6.36	7.36	9.31	11.31				WEST SIDE JCT.
HAMILTON AVE	1.0		6.20	4/7.20	6/8.20	9.40	11.20	1.20	3.20	4.20	11/5.40	6.40	22/7.40	9.35	11.35				HAMILTON AVE.
LARKIN-EDISON AVE.	1.1		6.22	7.22	8.22	9.42	11.22	1.22	3.22	4.22	5.4	6.41	7.42	9.37	11.37	9.20		2.30	LARKIN-EDISON AVE.
WING PARK	1.88		6.25	7.24	8.25	9.45	11.25	1.25	3.25	4.25	5.43	6.44	7.44	9.40	11.40	9.23		2.33	WING PARK
ALMORA	3.3		2/6.29	7.27	30/8.28	9.48	11.28	1.28	3.28	16/4.28	5.46	6.48	7.47	9.43	11.43	9.26		2.38	ALMORA
GILBERTS	8.1		6.38	7.36	8.37	9.57	11.37	1.37	3.37	4.37	5.54	6.57	7.55	9.52	11.52	9.35		2.50	GILBERTS
EVANS PIT	8.7		6.39	7.37	8.39	9.58	11.39	1.39	3.39	4.39	5.55	6.59	7.56	34/9.53	11.53	9.37		2.52	EVANS PIT
MARKS SIDING	9.4		6.42	7.40	8.41	10.01	11.41	1.41	3.41	4.41	10/5.58/59	7.02	7.59	9.57	11.57	9.40		2.54	MARKS SIDING
HUNTLEY SIDING	13.0		4/6.47/48	7.44	8.48	10/10.07	11.48	1.48	3.48	4.48	6.06	22/7.07	8.03	10.01	12.01	9.44		2.59	HUNTLEY SIDING
HUNTLEY	13.1		6.50	7.45	8.49	10.08	11.49	1.49	3.49	4.49	6.07	7.08	8.04	10.02	12.02	9.45		3.00	HUNTLEY
COYNE	14.7		6.52	6/7.48/50	8/8.52/53	10.10	11.53	1.53	3.53	4.53	6.10	7.10	8.06	10.05	12.05	9.47		3.03	COYNE
SMITH SIDING	17.6		6.58	7.57	8.59	10.15	12/11.59	1.59	14/3.59	16/4.58	6.15	7.15	8.11	10.10	12.10	12/9.54/57		3.09	SMITH SIDING
UNION	20.5		7.03	8.03	9.04	10.20	12.04	2.04	4.04	5.03	6.20	7.20	8.16	10.15	12.15	10.05		3.15	UNION
SCHNEIDERS SID'G	21.5		7.06	8.06	9.08	10.23	12.08	2.08	4.08	5.07	6.24	7.24	8.19	10.19	12.19	10.09		3.18	SCHNEIDERS SID'G
MARENGO	24.2	6.20	7.11/12	8.12	9.13/14	10.28	12.13/14	2.13/14	4.13/14	5.11/12	6.29	7.29	8.24	10.24	12.24	10.15/20		3.25	MARENGO
MARENGO SHOPS	24.7	4/6.25/26	7.14	8.14	9.16	10.30	12.16	2.16	4.16	5.14	6.30	7.30	24/8.25	25/10.25		10.24		3.27	MARENGO SHOPS
THORNS SIDING	27.4	6.30	6/7.18/20	8.19	9.21	10.35	12.21	2.21	4.21	5.19	33/6.35	7.35	8.30	10.31		10.29		3.34	THORNS SIDING
GARDEN PRAIRIE	30.3	6.35	7.28	8/8.26	10/9.28	10.40	12.28	2.28	11/4.28	60/5.26	6.40	7.40	8.35	10.36		10/10.34/42		3.40	GARDEN PRAIRIE
CAMP EPWORTH	32.4	6.40	7.33	8.32	9.30	10.44	12.33	2.33	4.33	5.32	6.44	7.44	8.39	10.40		10.47		3.45	CAMP EPWORTH
WEST PIT	34.4	6.44	7.37	8.37	9.37	10.48	12.37	2.37	4.37	5.37	6.48	7.48	8.42	10.43		10.52		3.50	WEST PIT
BELVIDERE	36.4	6.50	7.45	8.45	9.45	10.55	12.45	2.45	4.45	5.45	6.55	7.55	8.48	10.50		11.00		4.00	BELVIDERE

Meeting points shown by figures between heavy lines.
Trains to be met shown by small figures.
When the Arriving and Leaving time of a train is shown at a meeting point that train will take siding

W. A. RUSSELL, SUPT.

Rockford | Cherry Valley | Belvidere | Camp Epworth | Garden Prairie | Marengo | Union | Huntley | Gilberts

54 TRIP COMMUTATION TICKET
Good for One Ride between stations punched in margin.
NOT GOOD IF DETACHED
ROCKFORD LANES
General Manager

Elgin | Winnebago | Pecatonica | Ridott | Freeport | Roscoe | Rockton | Beloit | Janesville

JAN. FEB. MAR. APR. MAY JUNE
Book No. 506
1927 1928 1929
JULY AUG. SEPT. OCT. NOV. DEC.

Elgin, Belvidere & Rockford Railway Co.
ONE DAY SPECIAL
Good for one continuous passage
If unattached
No. 7161
From BELVIDERE
To MARENGO
FORM EBR R2

Elgin, Belvidere & Rockford Railway Co.
ONE DAY SPECIAL
Good for one continuous passage
If unattached
No. 7161
From MARENGO
To BELVIDERE
FORM EBR R2

ROCKFORD | CHERRY VALLEY | BELVIDERE | CAMP EPWORTH | GARDEN PRAIRIE | MARENGO | UNION

Elgin, Belvidere & Rockford Ry. Co.
10 Ride Commutation Ticket
Good for Bearer and Party Between Points Punched in Margin.
NOT GOOD IF DETACHED.
4173

COYNE | HUNTLEY | FREEMAN | GILBERTS | ALMORA | ELGIN TERMINAL

BELVIDERE DIVISION
ROCKFORD & INTERURBAN RAILWAY CO.
CASH FARE RECEIPT
This is your receipt for fare paid to the station indicated.
Form C. F. R. 41395
HALF FARE ★ PUNCH HERE

From	To	From	To
★ Rockford		★ Prairie View	★
★ Eastmoreland	★	★ Stone Quarry	★
★ Rathke	★	★ Gossard	★
★ Voecks	★	Belvidere	★
★ Dellwood	★		
★ Hale	★		
★ Hall	★		
★ Cherry Valley	★		
★ Edgewood	★		

Amount of Fare Paid
Punch in two dollars when necessary
CENTS
5 1
10 2
15 3
20 4
25
30
35
40

Jan.	Feb.	Mar.	1	2	3	4	5	6	7			
April	May	June	8	9	10	11	12	13	14			
			16	17	18	19	20	21				
July	Aug.	Sep'	22	23	24	25	26	27	28			
Oct.	Nov.	Dec.	29	30	31	1925			26			

POOLE BROS CHICAGO

Rockford | East Moreland | Atwood | McFarland | Cherry Valley | Prairie View | Belvidere | Camp Epworth | Garden Prairie

AMOUNT $

Elgin, Belvidere & Rockford Railway Co.
50 RIDE SCHOOL TICKET
GOOD FOR ONE CONTINUOUS RIDE
Between stations punched, for person named on back cover.
Not good if detached.
239

Thorns | Marengo | Snyders | Union | Smiths | Huntley | Freeman | Gilberts | Almora | Elgin

---

STROMBERG ALLEN & CO. CHICAGO

INSUED BY
Elgin, Belvidere & Rockford
RAILWAY CO.
GOOD FOR
ONE FIRST CLASS PASSAGE
BELVIDERE
TO
CHICAGO
When stamped by Company's Agent and presented with coupons attached, in accordance with the following conditions.

1st. That in selling this ticket for passage over other lines the ELGIN, BELVIDERE & ROCKFORD RAILWAY CO. acts only as Agent for them and assumes no responsibility beyond its own line.

2d. This Ticket is VOID if any alterations or erasures are made in it.

3d. It is subject to the stop over regulations of the lines over which it reads and may be exchanged by Connectors at any point for tickets or checks conforming to such regulations.

No Agent or employe has power to modify this Contract in any particular.

General Manager

ISSUED BY Elgin, Belvidere & Rockford Ry. Co.
CHICAGO AURORA & ELGIN R. R. CO.
ELGIN
—TO—
CHICAGO
On conditions named in contract
1627
S-177 ONE PASSAGE NOT GOOD IF DETACHED
Via E.B.&R. C.A.&E.
Belvidere to Chicago

ISSUED BY Elgin, Belvidere & Rockford Ry. Co.
Elgin, Belvidere & Rockford Ry. Co.
BELVIDERE
TO
ELGIN
On conditions named in contract
1627
S-177 ONE PASSAGE NOT GOOD IF DETACHED
Via E.B.&R. C.A.&E.
Belvidere to Chicago

Issued by ROCKFORD & INTERURBAN RY. CO.
ELGIN & BELVIDERE ELECTRIC CO.
BELVIDERE
—TO—
ELGIN
On conditions named in contract
91582
R-505 ONE PASSAGE NOT GOOD IF DETACHED
Via R.&I., E.&B.
ROCKFORD to ELGIN AND RETURN

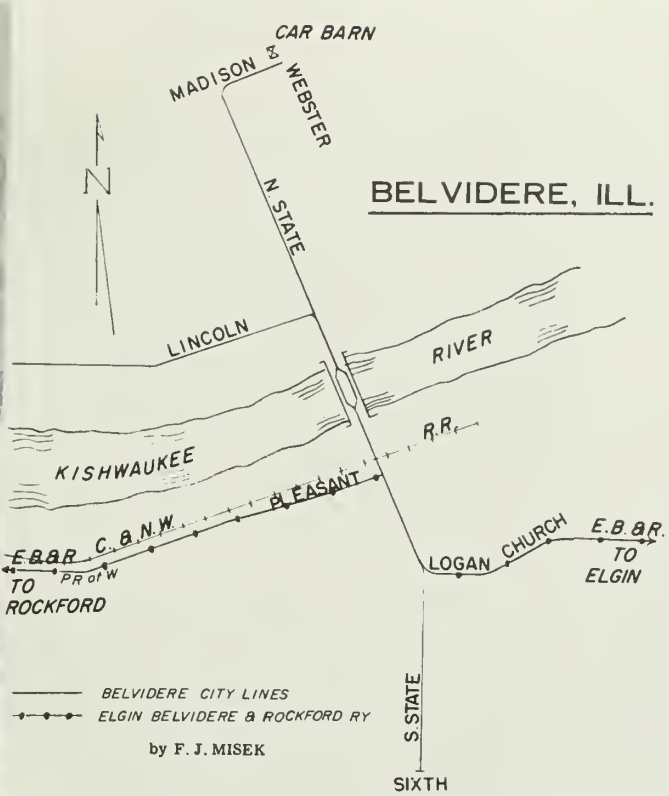
Issued by ROCKFORD & INTERURBAN RY. CO.
ROCKFORD & INTERURBAN RY. CO.
ROCKFORD
TO
BELVIDERE
On conditions named in contract
91582
R-505 ONE PASSAGE NOT GOOD IF DETACHED
Via R&I, E&B
ROCKFORD to ELGIN AND RETURN

ISSUED BY Elgin, Belvidere & Rockford Ry. Co.
Elgin, Belvidere & Rockford Ry. Co.
ROCKFORD
—TO—
ELGIN
On conditions named in contract
13089
S-510 ONE PASSAGE NOT GOOD IF DETACHED
Via E.B.&R. C.A.&E.
Rockford to Chicago

ISSUED BY Elgin, Belvidere & Rockford Ry. Co.
Elgin, Belvidere & Rockford Ry. Co.
BELVIDERE
—TO—
ELGIN
On conditions named in contract
2301
S-177 ONE PASSAGE NOT GOOD IF DETACHED
Via E.B.&R. C.A.&E.
Belvidere to Chicago

2
Elgin, Belvidere & Rockford Railway Co.
ONE DAY EXCURSION
Good for one continuous passage
Good only on "Special"
No refund except if ticket
No.
From ROCKFORD
To MARENGO
FORM EBR R2

A few of the ticket forms used on the E&B line.



It is unbelievable enough that a town so small as Belvidere, Illinois should have a street railway at all, much less that it would be able to survive from 1895 to June 30, 1915.

The Rockford shops were considered a model of modern practice when built.

Light Jackson & Sharp, Barney & Smith and St. Louis-built interurbans were Rockford & Interurban's main coach stock initially.

Above: Belvidere station
Right: Freeport terminal
Below right: Wartime use of superannuated ex-New York El steam coaches.

THE ROCKFORD LINES:

One of the most interesting small systems in Illinois was that centering at Rockford and a detailed research is being organized into a thoro bulletin soon to be published by the Electric Railway Historical Society. Since this work will effectively cover this property the Rockford section of B-99 is confined largely to photos and timetable material. We are glad to recommend the ERHS bulletin in advance of its publication.

Horse cars began operation in Rockford in 1881 and were replaced by electric cars in 1889.

The Rockford & Belvidere Electric Railway Company was incorporated January 23, 1899 and placed its 15 miles of line in operation on May 1, 1902.

A close operating arrangement was set up for thru service between Elgin and Rockford in conjunction with the Elgin & Belvidere line.

The Rockford & Freeport Electric Railway was incorporated April 8, 1901 and in 1904 completed its 28 miles of line.

On September 16, 1902 the Belvidere line was consolidated with the Rockford Railway Light & Power Company to form the Rockford & Interurban Railway. The Freeport line was acquired in August 31, 1904 and the Janesville line on April 1, 1906.

The interurban lines were abandoned during 1930 and 1931. Under the name Rockford Public Service Company city operations by street car continued until July 4, 1936.

Let this be a lesson to us: never, never, try to board a speeding trolley car; especially not an open bench car flying 'round a sharp curve.

At top are three rather poor views of the second batch of Rockford interurbans -- those built by Niles -- as they appeared when new.

Reg. No. 1500

PLEASE RETURN TO OPERATOR UNFOLDED ON ARRIVAL AT DESTINATION

FARE | CLASS | NO.

DATE | FROM | TO

DEC 14 28 4 E 6 5 0 16 9 6 6 3

GOOD FOR ONE CONSECUTIVE JOURNEY

INTERURBAN

Beloit-Janesville Division Freeport, Belvidere, Elgin and Chicago

January, 1927

CONNECTING

ROCKFORD

AND

Winnebago Cherry Valley Roscoe
Pecatonica Belvidere Rockton
Ridott Elgin Beloit
Freeport Chicago Janesville

Close connections made at Beloit and Janesville with Steam Roads for Madison and Milwaukee. For rates on chartered cars and busses.

Address C. C. SHOCKLEY, G. P. A., Rockford, Ill.

ROCKFORD, BELOIT AND JANESVILLE RAILWAY CO.

NORTH

		A.M.	A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Rockford	Lv	5 57	6 57	7 57	8 32	10 57	11 57	12 57	2 32	3 47	4 57	6 07	7 07	8 12	11 17
Roscoe	"		6 27	7 30	8 30	10 05	11 30	12 30	1 30	3 05	4 20	5 37	8 43	7 38	8 45	11 50
Rockton	"		6 34	7 38	8 42	10 13	11 38	12 38	1 38	3 13	4 28	6 45	8 60	7 47	9 53	11 58
Beloit	Ar		6 45	7 50	8 55	10 25	11 50	12 50	2 00	3 25	4 40	8 00	7 00	Ar758 Lv800	10 05	12 10
Beloit	Lv		8 30	9 40	11 05	12 30	1 30	2 40	4 05	6 18	0 42	7 40	8 40	10 45	
Janesville	Ar		7 25												

*Daily. ‡Daily Except Sunday.

SOUTH

		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Janesville	Lv		6 00	7 35	9 10	10 10	11 10	12 35	2 10	3 10	4 10	5 25	6 45	7 45	8 25
Beloit	"	5 40	6 45	8 15	8 50	10 50	11 50	1 15	2 50	3 50	4 50	6 05	7 25	8 25	10 05
Rockton	"	5 49	6 55	8 25	10 00	11 00	12 00	1 25	3 05	4 00	5 00	6 15	7 35	8 35	10 15
Roscoe	"	5 57	7 02	8 36	10 09	11 09	12 09	1 33	3 09	4 09	5 09	6 24	7 42	8 42	10 22
Rockford	Ar	6 35	7 35	8 05	10 43	11 43	12 43	2 05	3 41	4 43	5 43	7 00	8 10	9 10	10 54

*Daily. ‡Daily Except Sunday.

BELVIDERE DIVISION—EASTBOUND

		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Rockford	Lv	6 57	7 39	9 38	1 39	3 39	4 39	5 39	7 39	9 39
Cherry Valley	"	8 20	8 08	10 08	2 08	4 08	5 08	6 00	8 00	10 08
Belvidere	"	8 35	8 25	10 25	2 25	4 25	5 22	6 25	8 25	10 25
Marengo	"	8 58	8 52	10 62	2 52	4 52		6 52	8 52	10 52
Elgin	Ar	7 48	9 48	12 52	3 48	5 48		7 48	9 48	
Elgin	Lv	8 02	11 48	1 48	4 00	8 00		8 00	10 00	
Chicago	Ar	8 07	12 00	2 00	5 36	7 25		9 20	11 28	
			10 00	1 21	3 19					
			11 10							

BELVIDERE DIVISION—WESTBOUND

Chicago	Lv			7 05	8 30	11 30	1 30		3 30	5 25	7 05-7 30			
Elgin	Ar			8 41	10 49	12 49	2 50		4 48	6 52	8 27-8 55			
Elgin	Lv		7 00	9 00	11 00	1 00	3 00		5 00	7 00	9 00			
Marengo	"		7 57	9 57	11 57	1 57	3 57		5 57	7 57	8 57			
Belvidere	"	5 45	8 25	10 25	12 25	2 25	4 25	5 25	6 25	8 25	10 25			
Cherry Valley	"	6 58	8 37	10 37	12 37	2 37	4 37	5 37	6 37	8 37	10 37			
Rockford	Ar	7 25	9 05	11 05	1 05	3 05	5 05	6 05	7 05	9 05	11 05			

‡Daily Except Sunday. ‡Sunday Only. *Daily.

FREEPORT DIVISION—WESTBOUND

		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Rockford	Lv	5 05	7 00	8 30	10 00	11 30	1 00	2 30	4 00	5 30	7 30	8 30	11 15	
Winnebago	"	5 29	7 30	0 01	10 30	12 00	1 30	3 01	4 30	6 00	8 00	10 00	11 45	
Pecatonica	"	5 42	7 43	9 16	10 45	12 15	1 45	3 18	4 45	6 15	8 15	10 15	12 00	
Ridott	"	5 55	7 55	9 28	10 57	12 27	1 57	3 28	4 57	6 27	8 27	10 27	12 12	
Freeport	Ar	6 17	8 17	8 50	11 19	12 49	2 19	3 48	5 19	6 49	8 49	10 49	12 32	

*Saturday and Sunday Only. ‡Daily Except Sunday. *Daily.

FREEPORT DIVISION—EASTBOUND

		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Freeport	Lv	5 05	6 20	8 20	10 00	11 30	1 00	2 20	4 00	5 30	7 40	9 40	11 15	
Ridott	"	5 26	6 41	8 41	10 21	11 51	1 21	2 41	4 21	5 51	8 01	10 01	11 35	
Pecatonica	"	5 42	6 55	8 55	10 35	12 05	1 35	2 55	4 35	6 05	8 15	10 15	11 50	
Winnebago	"	5 57	7 10	9 10	10 50	12 20	1 50	3 10	4 50	6 20	8 30	10 30	12 05	
Rockford	Ar	8 22	7 37	8 37	11 17	12 47	2 17	3 37	5 17	6 47	8 57	10 57	12 30	

*Saturday and Sunday Only. ‡Daily Except Sunday. *Daily.

JUPON
ACHED
LINES
OL COUPON
F DETACHED
ORD LINES
SCHOOL COUPON
GDDD IF DETACHED
OCKFORD LINES
LE SCHOOL COUPON
NDT GDDD IF DETACHED
ROCKFORD LINES
ONE MILE SCHOOL COUPON
NDT GDDD IF DETACHED
RO KFORD LINES
ONE MILE SCHOOL COUPON
NDT GDDD IF DETACHED

The Niles-built group of interurbans emerged from a prewar (#1) rebuilding longer and handsomer than built.

Rockford & Interurban Railway Company

SCHEDULE OF TRAINS

Effective Sunday, August 24, 1919

ROCKFORD TO FREEPORT

	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.					
ROCKFORD Lv.	5 15	7 00	8 30	10 00	11 30	1 00	2 30	4 00	5 30	6 05	7 00	8 30	10 00	11 30						
WINNEBAGO "	5 35	7 30	9 00	10 30	12 00	1 30	3 00	4 30	6 00	6 32	7 30	9 00	10 30	12 00						
PECATONICA "	5 50	7 45	9 15	10 45	12 15	1 45	3 15	4 45	6 15	6 45	7 45	9 15	10 45	12 15						
RIDOTT "	6 03	8 00	9 30	11 00	12 30	2 00	3 30	5 00	6 30	Freeport	5 00	9 30	11 00	12 30						
FREEPORT Ar.	6 25	8 20	9 50	11 20	12 50	2 20	3 50	5 20	6 50	Leaves	8 20	9 50	11 20	12 50						

Sunday Schedule—First car West to Freeport leaves Rockford 7:00 a. m.

FREEPORT TO ROCKFORD

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.					
FREEPORT Lv.	5 15	6 30	8 30	10 00	11 30	1 00	2 30	4 00	5 30		7 00	8 30	10 00	11 30					
RIDOTT "	5 35	6 50	8 50	10 20	11 50	1 20	2 50	4 20	5 50		7 20	8 50	10 20	11 50					
PECATONICA "	5 50	7 05	9 05	10 35	12 05	1 35	3 05	4 35	6 05	6 55	7 35	9 05	10 35	12 05					
WINNEBAGO "	6 05	7 19	9 20	10 50	12 20	1 50	3 20	4 50	6 20	7 10	7 50	9 20	10 50	12 20					
ROCKFORD Ar.	6 35	7 45	9 50	11 20	12 50	2 20	3 50	5 20	6 50	7 35	5 20	9 50	11 20	12 50					

Sunday Schedule—First car leaves Freeport East 8:30 a. m.

ROCKFORD TO JANESVILLE

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
ROCKFORD Lv.		5 40	7 00	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 15
ROSCOE "		6 08	7 36	8 36	9 36	10 36	11 36	12 36	1 36	2 36	3 36	4 36	5 36	6 36	7 36	8 36	9 36	10 36	11 49
ROCKTON "		6 20	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	11 58
BELOIT "	5 50	6 35	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 00	12 10
JANESVILLE Ar.	6 32	7 20	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	11 45	

Sunday Schedule—First car leaves Rockford North to Beloit and Janesville 7:00 a. m. First car leaves Beloit to Janesville 6:00 a. m.

JANESVILLE TO ROCKFORD

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
JANESVILLE Lv.		5 50	6 40	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	8 55	7 55	9 15	10 15	11 05
BELOIT "	5 40	8 35	7 43	8 43	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43	5 43	6 43	7 43	8 43	10 00	11 00	11 45
ROCKTON "	5 50	6 46	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	8 55	7 55	8 55	10 13	11 13	
ROSCOE "	5 58	6 53	8 05	9 05	10 05	11 05	12 05	1 05	2 05	3 05	4 05	5 05	6 05	7 05	8 05	9 05	10 21	11 21	
ROCKFORD Ar.	6 35	7 35	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10.55	11 55	

Sunday Schedule—First car leaves Janesville South 6:40 a. m. First car leaves Beloit South 6:35 a. m.

ROCKFORD TO BELVIDERE

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.				
ROCKFORD Lv.	5 15	6 00	7 30	8 50	10 40	11 40	12 40	1 40	3 40	4 40	5 45	6 55	7 45	9 20	11 15				
Cherry Valley "	5 42	6 28	7 58	9 17	11 10	12 10	1 10	2 10	4 10	5 10	6 15	7 23	8 15	9 45	11 45				
BELVIDERE Ar.	5 55	6 40	8 10	9 30	11 22	12 23	1 23	2 23	4 23	5 23	6 25	7 35	8 28	10 00	12 00				

Sunday Schedule—First car leaves East to Belvidere 6:00 a. m.

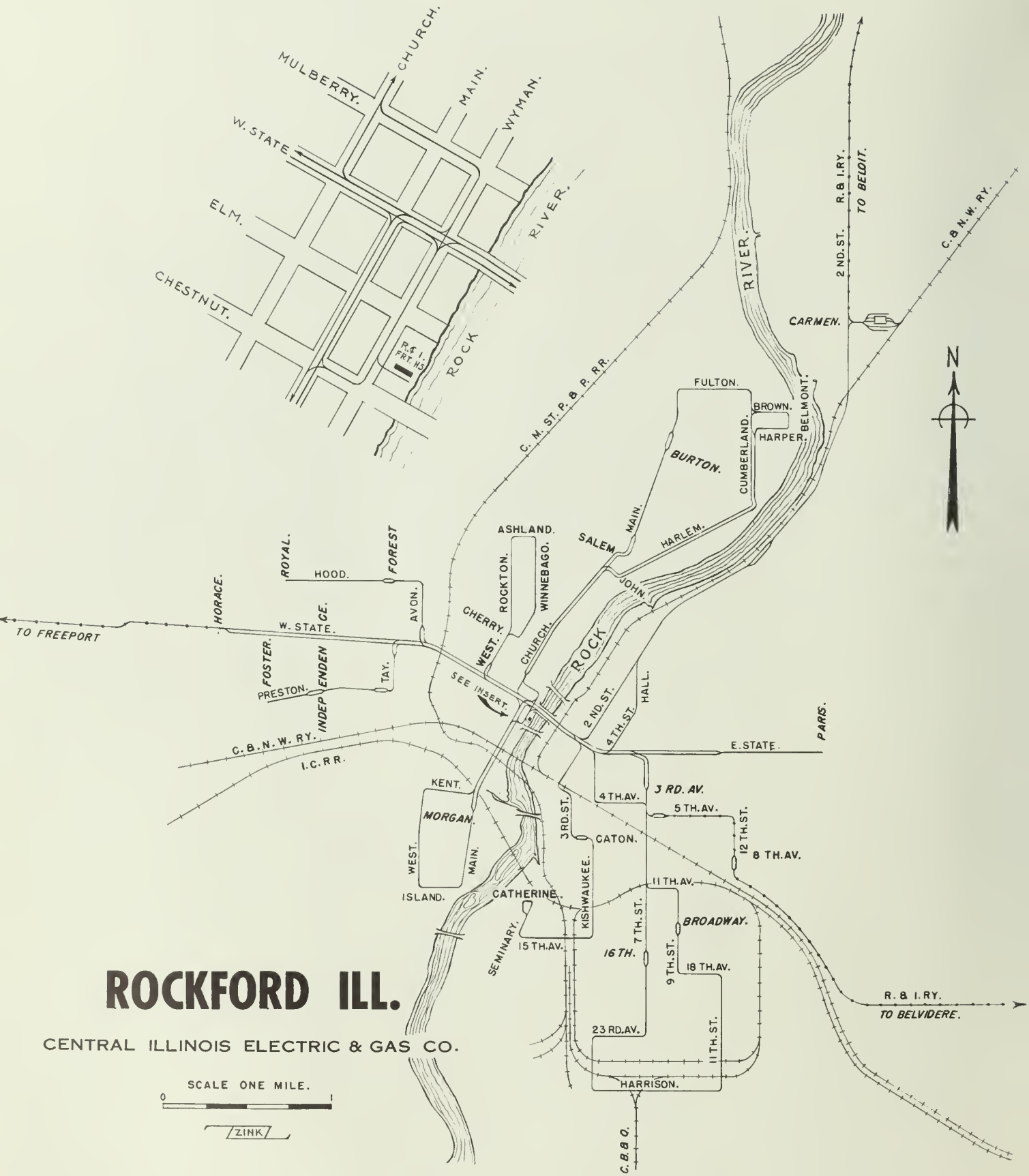
BELVIDERE TO ROCKFORD

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.				
BELVIDERE Lv.	5 55	6 40	8 10	9 30	11 25	12 30	1 30	2 30	4 30	5 30	6 30	7 35	8 30	10 00	12 00				
Cherry Valley "	6 08	6 55	8 24	9 45	11 38	12 43	1 43	2 43	4 43	5 43	8 43	7 48	8 43	10 13	12 13				
ROCKFORD Ar.	6 40	7 25	8 50	10 15	12 05	1 10	2 10	3 10	5 10	6 10	7 10	8 15	9 10	10 40	12 40				

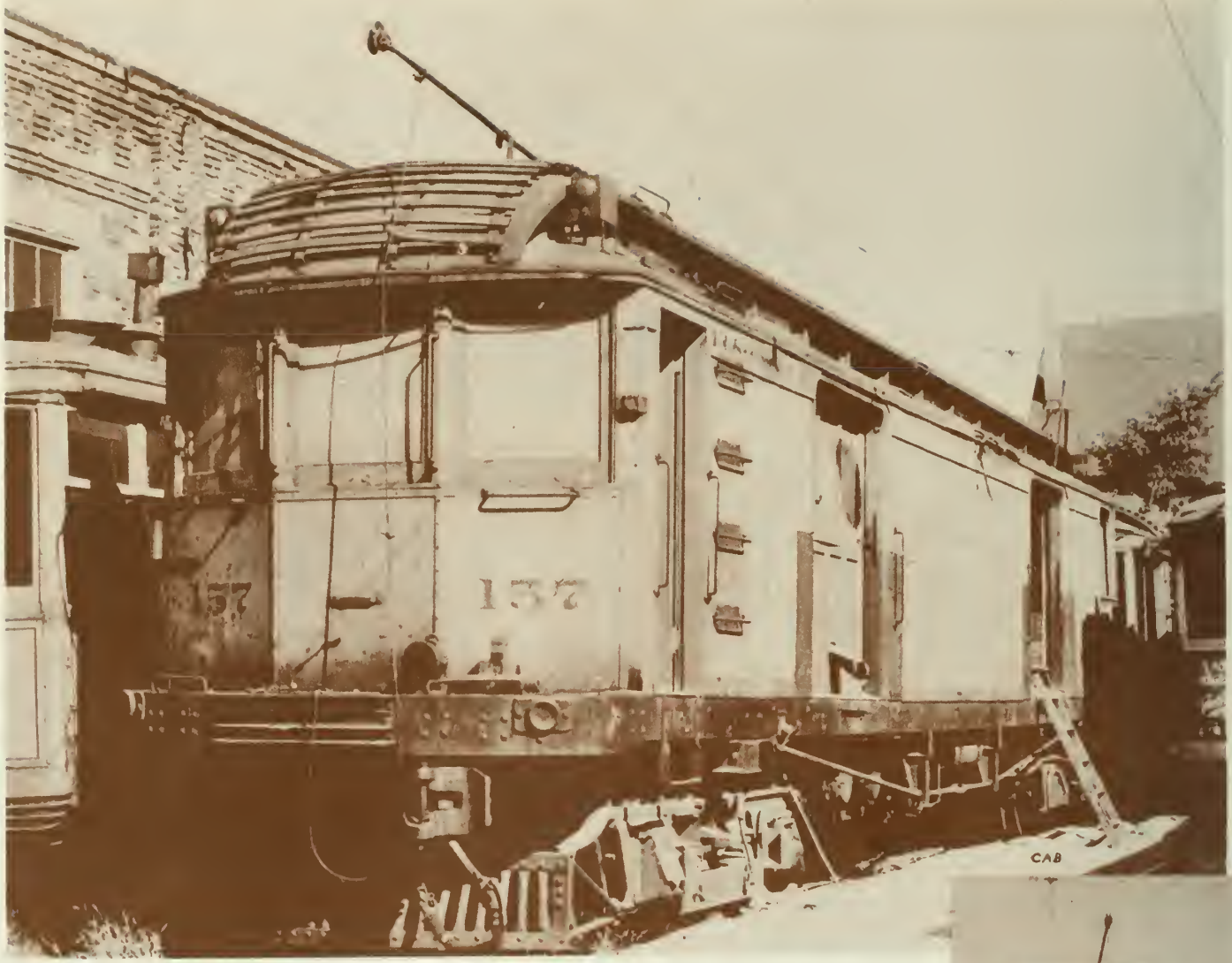
Sunday Schedule—First car to Rockford 6:00 a. m.

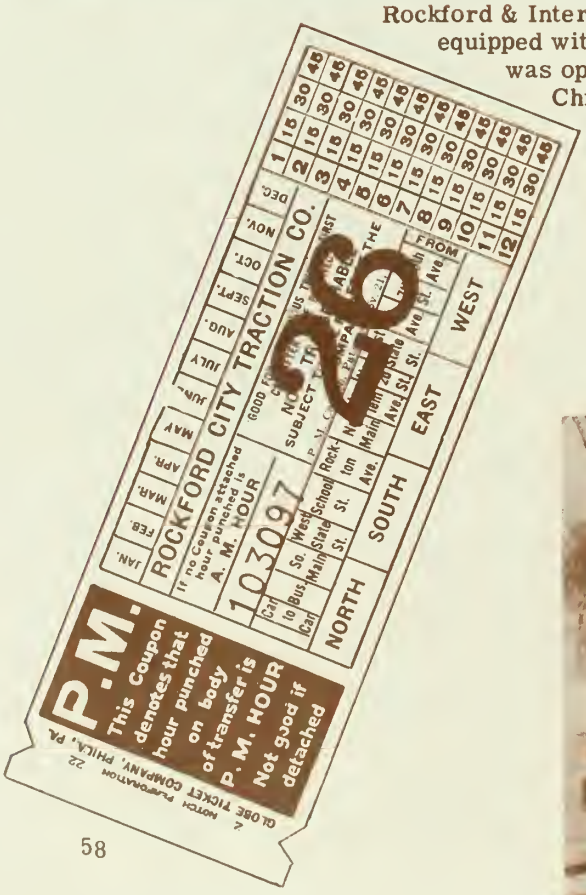
Oddity of the Rockford fleet -- this Kuhlman-built job, also lengthened and strengthened at the R & I shops.

INTERURBAN RAILWAY CO.
709
SPECIAL
709


ROCKFORD ILL.
CENTRAL ILLINOIS ELECTRIC & GAS CO.
SCALE ONE MILE.
0
1
ZINK
MULBERRY.
CHURCH.
MAIN.
WYMAN.
W. STATE
ELM.
CHESTNUT.
ROCK
RIVER.
P.O. & FRT. HS.
C. M. ST. P. & P. RR.
RIVER.
2 ND. ST.
R. & I. RY.
TO BELOIT.
C. & N. W. RY.
CARMEN.
N
FULTON.
BROWN.
HARPER.
BELMONT.
CUMBERLAND.
BURTON.
MAIN.
HARLEM.
SALEM.
JOHN.
ASHLAND.
ROCKTON.
WINNEBAGO.
CHERRY.
CHURCH.
WEST.
ROCK
SEE INSERT.
2 ND. ST.
4 TH. ST.
HALL.
PARIS.
E. STATE.
ROYAL.
FOREST
HOOD.
AVON.
HORACE.
W. STATE.
TO FREEPORT
FOSTER.
INDEPENDENCE.
TAY.
PRESTON.
C. & N. W. RY.
I. C. R. R.
KENT.
MORGAN.
WEST.
MAIN.
ISLAND.
CATHERINE.
SEMINARY.
KISHWAUKEE.
3 RD. ST.
CATON.
4 TH. AV.
3 RD. AV.
5 TH. AV.
12 TH. ST.
8 TH. AV.
11 TH. AV.
7 TH. ST.
BROADWAY.
9 TH. ST.
18 TH. AV.
15 TH. AV.
16 TH.
23 RD. AV.
11 TH. ST.
HARRISON.
C. & A. Q.
R. & I. RY.
TO BELVIDERE.

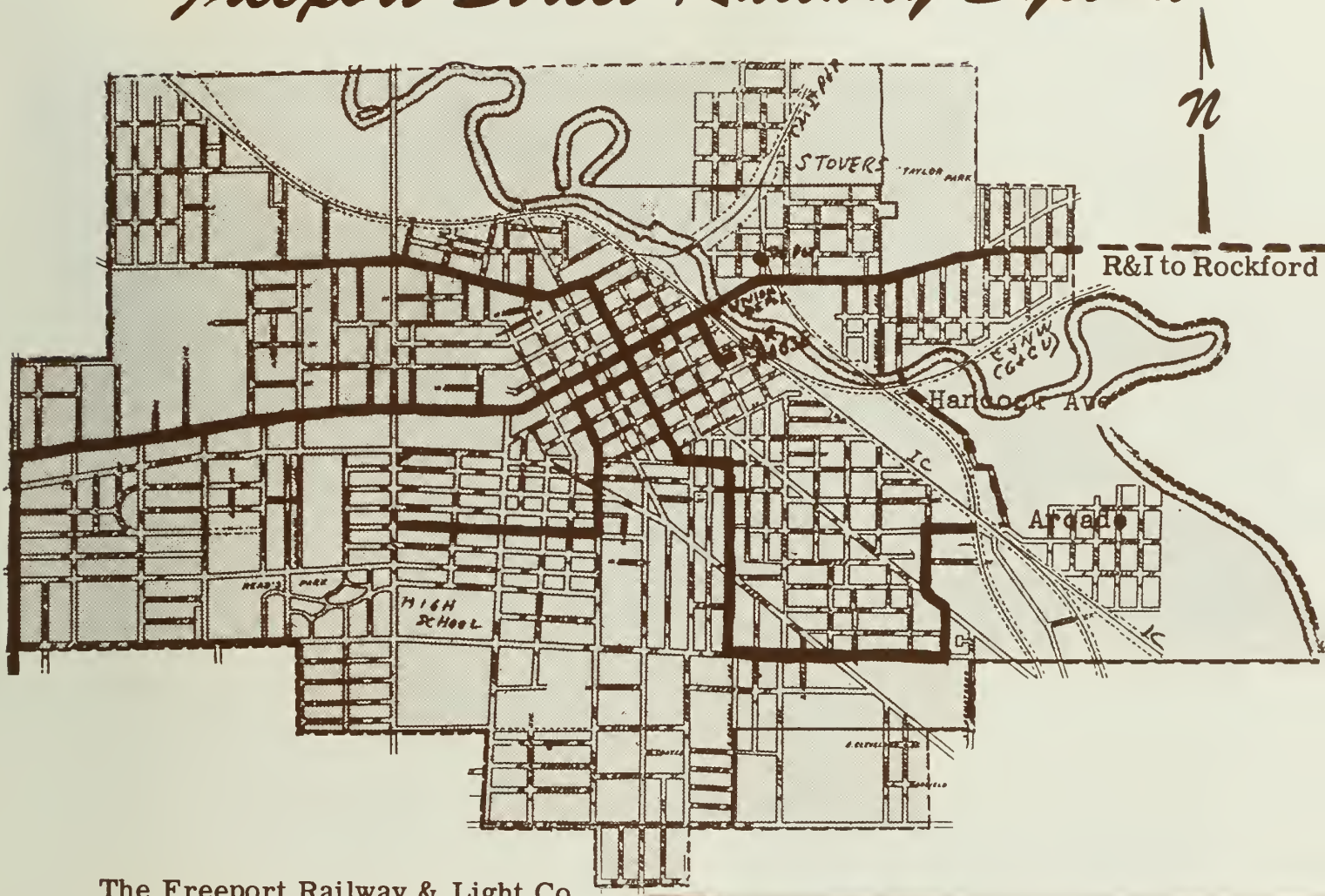
The final Rockford interurban fleet consisted of seven one-man light weight cars built by American Car Company. They were distinctive for the unusually deep windows all around and for their interior indirect lighting and flat, bus-like rear ends. Only car 300 was double-ended. They wound up on the Oklahoma Railway lines.





Rockford & Interurban freight motor 157 was once equipped with third-rail shoes, but the objective was operation in the Elgin yards of the Chicago Aurora & Elgin Railroad rather than thru service to Chicago. It is seen here after interurban days had ended, standing in the Rockford caryard as a sandhouse.

Freeport Street Railway System



The Freeport Railway & Light Co. was incorporated on August 20, 1910 as a consolidation of the Freeport Railway Light & Power Co. and Freeport Railway & Light Co. A municipal franchise was granted in 1903 for 20 years and in 1907 for 30 years.

Cars of the Rockford & Interurban Railway entered Freeport over its tracks under a 50-year traffic agreement.

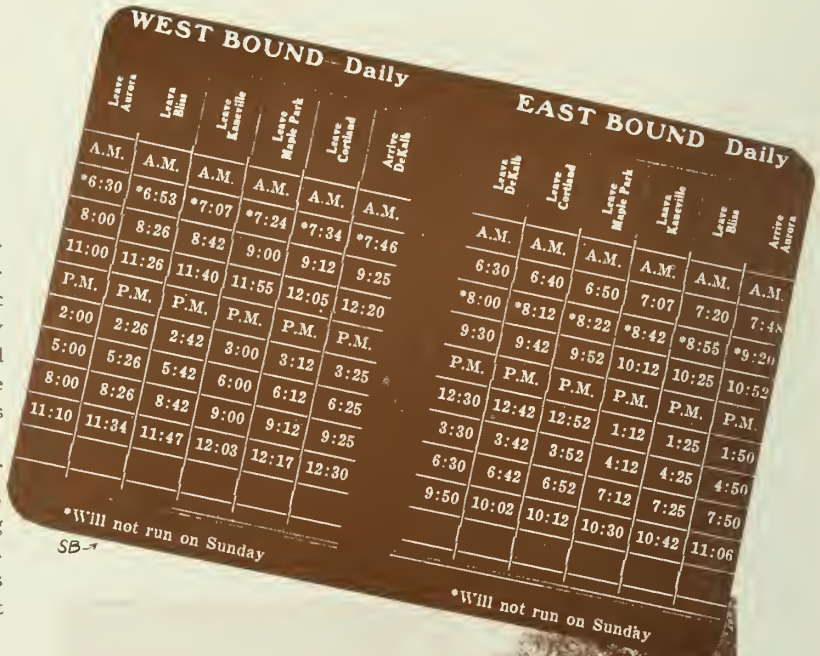
In 1917 the company, which also did a general lighting and power business, became the Illinois Northern Utilties Co., and operated under this name until abandonment came in 1933.

CHICAGO AURORA & DEKALB RAILROAD:

The Chicago Aurora & DeKalb Railroad was incorporated July 20, 1909 to acquire by foreclosure the Aurora DeKalb & Rockford Electric Traction and electrify this 25-mile line. The tiny single-truck gasoline motor cars were replaced by handsome interurban cars operating from the new 600-volt DC trolley. An extension of 31 miles to Rockford was under consideration.

Electrification did not prove to be the hoped-for stimulus to traffic and bankruptcy came in 1922, followed by abandonment with the last car leaving both terminals at 11:15 PM on January 31, 1923. The line remained intact for several months while efforts were made to resume service, but the junk bid proved the best.

The line had 3 passenger cars and 2 box motors, all built by American Car Company to the design developed for the Joliet & Southern lines. Car 205 of the Elgin & Belvidere interurban, borrowed to handle some forgotten traffic problem, was badly damaged in an accident and car 24 of the DeKalb line was sent to the E&B later in settlement of the bill. There its shell could be seen as late as 1932, while most other traces of the CA & DK were long since gone.



WEST BOUND - Daily

Leave Aurora	Leave Blue	Leave Kaneville	Leave Maple Park	Leave Cortland	Arrive DeKalb
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
*6:30	*6:53	*7:07	*7:24	*7:34	*7:46
8:00	8:26	8:42	9:00	9:12	9:25
11:00	11:26	11:40	11:55	12:05	12:20
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
2:00	2:26	2:42	3:00	3:12	3:25
5:00	5:26	5:42	6:00	6:12	6:25
8:00	8:26	8:42	9:00	9:12	9:25
11:10	11:34	11:47	12:03	12:17	12:30

*Will not run on Sunday

EAST BOUND Daily

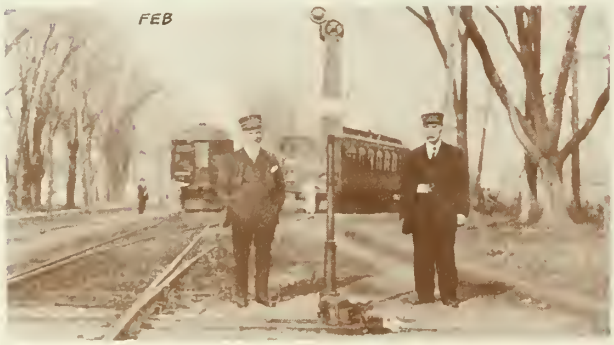
Leave DeKalb	Leave Cortland	Leave Maple Park	Leave Kaneville	Leave Blue	Arrive Aurora
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
6:30	6:40	6:50	7:07	7:20	7:48
*8:00	*8:12	*8:22	*8:42	*8:55	*9:20
9:30	9:42	9:52	10:12	10:25	10:52
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
12:30	12:42	12:52	1:12	1:25	1:50
3:30	3:42	3:52	4:12	4:25	4:50
6:30	6:42	6:52	7:12	7:25	7:50
9:50	10:02	10:12	10:30	10:42	11:06

*Will not run on Sunday

SB→

FEB.

BN



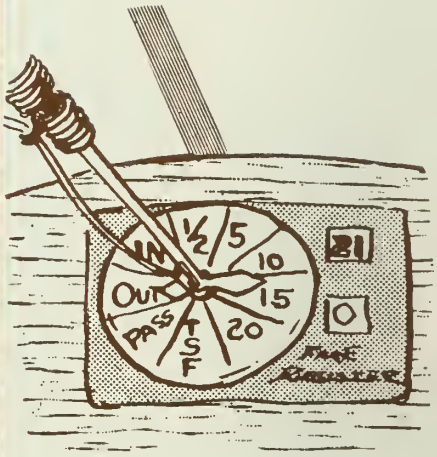
FEB

FEB

FEB

FEB

The DeKalb line had a penchant for even numbers on passenger cars and odd numbers on freight cars. Street scene is in Aurora--note Minneapolis-type car in distance.



DEKALB-SYCAMORE:

The 7.5-mile electric railway linking these two cities was incorporated June 30, 1906 and began operations as the DeKalb, Sycamore & Interurban Traction Company. The line was standard gage and operated with 550-volt DC trolley with 4 motor and 2 trailer cars (1914).

A receiver was appointed in the early 1920s. Service ended August 31st, 1924 with an unusual arrangement whereby the Trustee agreed to sell the city portions to the municipalities for continued operation, but nothing ever came from this.

AMBOY - LEE CENTER

The Northern Illinois Electric Railway was incorporated July 1, 1901 with a plan to connect Amboy to DeKalb by interurban. Progress was slow but on October 1 1910 (see photos above) car number 1, said to have been acquired from Chicago Union Traction made the first public trip from Amboy to the eastern terminal of Lee Center, about $11\frac{1}{2}$ miles. On July 8 1914 the road was sold at foreclosure to the Lee County Central Railroad.

Lee County's large interurban car #10 probably was one of the group built by AC&F at Jeffersonville for the Louisville-New Albany bridge line where it was replaced by wide gage cars that could run into Louisville. LCC electric operation ended in the 20s, but the line exists today for freight, powered by a gas loco.

KEOKUK ELECTRIC COMPANY

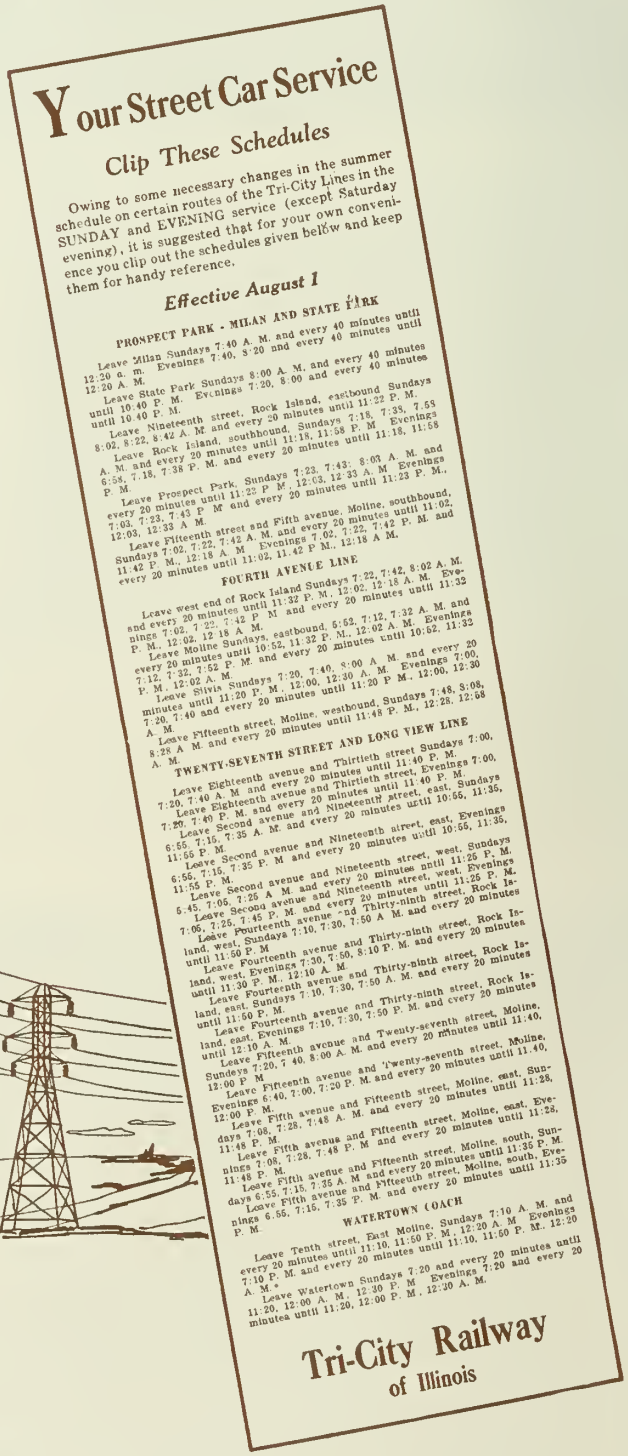
Under the name of Keokuk & Western Illinois Electric Co., a branch of the Keokuk, Iowa street railway system was constructed across the Mississippi River into Hancock County, Illinois, in the early 1900s. The line was built as far as Warsaw and Hamilton. An extension of 12 miles eastward to Carthage was contemplated, but was never built.

Keokuk cars left the city streets in Keokuk and went onto Wabash Railroad steam tracks, crossing the Mississippi on the Bridge of the Keokuk & Hamilton Bridge Co. At the Illinois end of this bridge, a branch left the Wabash tracks and extended one mile into the town of Hamilton. The main line in Illinois left the Wabash tracks and ran down-river on the tracks of the Toledo Peoria & Western Railway toward Warsaw. At the edge of Warsaw, the line separated from TP&W tracks and climbed the river bluff into town.

Cars operating over the tracks of the two steam railroads were subject to steam road rules, and were considered second-class trains.

Population, and resulting traffic density were relatively light in the area so the Keokuk system early felt the effect of the private automobile. Abandonment of the interstate service came on May 11, 1928. One substantially built steel interurban car was sold to Toledo & Indiana Railway, and when that road went under just before the War, this car finished out its days on Georgia Power Company interurban lines out of Atlanta.

Rock Island-Moline



Your Street Car Service

Clip These Schedules

Owing to some necessary changes in the summer schedule on certain routes of the Tri-City Lines in the SUNDAY and EVENING service (except Saturday evening), it is suggested that for your own convenience you clip out the schedules given below and keep them for handy reference.

Effective August 1

PRONPECT PARK - MILAN AND STATE PARK

Leave Milan Sundays 7:40 A. M. and every 40 minutes until 12:20 a. m. Evenings 7:40, 8:20 and every 40 minutes until 12:20 A. M.

Leave State Park Sundays 8:00 A. M. and every 40 minutes until 10:40 P. M. Evenings 7:20, 8:00 and every 40 minutes until 10:40 P. M.

Leave Nineteenth street, Rock Island, eastbound Sundays 8:02, 8:22, 8:42 A. M. and every 20 minutes until 11:22 P. M.

Leave Rock Island, southbound, Sundays 7:18, 7:38, 7:58 A. M. and every 20 minutes until 11:18, 11:58 P. M. Evenings 6:58, 7:18, 7:38 P. M. and every 20 minutes until 11:18, 11:58 P. M.

Leave Prospect Park, Sundays 7:23, 7:43, 8:03 A. M. and every 20 minutes until 11:22 P. M. 12:03, 12:33 A. M. Evenings 7:03, 7:23, 7:43 P. M and every 20 minutes until 11:23 P. M., 12:03, 12:33 A. M.

Leave Fifteenth street and Fifth avenue, Moline, southbound, Sundays 7:02, 7:22, 7:42 A. M. and every 20 minutes until 11:02, 11:42 P. M. Evenings 7:02, 7:22, 7:42 P. M. and every 20 minutes until 11:02, 11:42 P. M., 12:18 A. M.

FOURTH AVENUE LINE

Leave west end of Rock Island Sundays 7:22, 7:42, 8:02 A. M. and every 20 minutes until 11:32 P. M., 12:02, 12:18 A. M. Evenings 7:02, 7:22, 7:42 P. M and every 20 minutes until 11:32 P. M., 12:02, 12:18 A. M.

Leave Moline Sundays, eastbound, 5:52, 7:12, 7:32 A. M. and every 20 minutes until 10:52, 11:32 P. M., 12:02 A. M. Evenings 7:12, 7:32, 7:52 P. M. and every 20 minutes until 10:52, 11:32 P. M., 12:02 A. M.

Leave Silvis Sundays 7:20, 7:40, 8:00 A. M. and every 20 minutes until 11:20 P. M., 12:00, 12:30 A. M. Evenings 7:00, 7:20, 7:40 and every 20 minutes until 11:20 P. M., 12:00, 12:30 A. M.

Leave Fifteenth street, Moline, westbound, Sundays 7:48, 8:08, 8:28 A. M. and every 20 minutes until 11:48 P. M., 12:28, 12:58 A. M.

TWENTY-SEVENTH STREET AND LONG VIEW LINE

Leave Eighteenth avenue and Thirtieth street Sundays 7:00, 7:20, 7:40 A. M. and every 20 minutes until 11:40 P. M. Evenings 7:00, 7:20, 7:40 P. M. and every 20 minutes until 11:40 P. M.

Leave Eighteenth avenue and Thirtieth street, east, Sundays 6:55, 7:15, 7:35 A. M. and every 20 minutes until 10:55, 11:35, 11:55 P. M. Evenings 7:15, 7:35 P. M and every 20 minutes until 10:55, 11:35, 11:55 P. M.

Leave Second avenue and Nineteenth street, west, Sundays 5:45, 7:05, 7:25 A. M. and every 20 minutes until 11:25 P. M. Evenings 7:05, 7:25, 7:45 P. M. and every 20 minutes until 11:25 P. M.

Leave Second avenue and Nineteenth street, east, Sundays 6:55, 7:15, 7:35 A. M. and every 20 minutes until 10:55, 11:35, 11:55 P. M. Evenings 7:15, 7:35 P. M and every 20 minutes until 10:55, 11:35, 11:55 P. M.

Leave Second avenue and Nineteenth street, west, Sundays 5:45, 7:05, 7:25 A. M. and every 20 minutes until 11:25 P. M. Evenings 7:05, 7:25, 7:45 P. M. and every 20 minutes until 11:25 P. M.

Leave Second avenue and Thirty-ninth street, Rock Island, west, Sundays 7:10, 7:30, 7:50 A. M. and every 20 minutes until 11:50 P. M.

Leave Fourteenth avenue and Thirty-ninth street, Rock Island, west, Evenings 7:30, 7:50, 8:10 P. M. and every 20 minutes until 11:30 P. M. 12:10 A. M.

Leave Fourteenth avenue and Thirty-ninth street, Rock Island, east, Sundays 7:10, 7:30, 7:50 A. M. and every 20 minutes until 11:50 P. M.

Leave Fourteenth avenue and Thirty-ninth street, Rock Island, east, Evenings 7:10, 7:30, 7:50 P. M. and every 20 minutes until 12:10 A. M.

Leave Fifteenth avenue and Twenty-seventh street, Moline, Sundays 7:20, 7:40, 8:00 A. M. and every 20 minutes until 11:40, 12:00 P. M.

Leave Fifteenth avenue and Twenty-seventh street, Moline, Evenings 6:40, 7:00, 7:20 P. M. and every 20 minutes until 11:40, 12:00 P. M.

Leave Fifth avenue and Fifteenth street, Moline, east, Sundays 7:08, 7:28, 7:48 A. M. and every 20 minutes until 11:28, 11:48 P. M.

Leave Fifth avenue and Fifteenth street, Moline, east, Evenings 7:08, 7:28, 7:48 P. M and every 20 minutes until 11:28, 11:48 P. M.

Leave Fifth avenue and Fifteenth street, Moline, south, Sundays 6:55, 7:15, 7:35 A. M and every 20 minutes until 11:35 P. M.

Leave Fifth avenue and Fifteenth street, Moline, south, Evenings 6:55, 7:15, 7:35 P. M. and every 20 minutes until 11:35 P. M.

WATERTOWN COACH

Leave Tenth street, East Moline, Sundays 7:10 A. M. and every 20 minutes until 11:10, 11:50 P. M., 12:20 A. M. Evenings 7:10 P. M. and every 20 minutes until 11:10, 11:50 P. M., 12:20 A. M.*

Leave Watertown Sundays 7:20 and every 20 minutes until 11:20, 12:00 A. M., 12:30 P. M Evenings 7:20 and every 20 minutes until 11:20, 12:00 P. M., 12:30 A. M.

Tri-City Railway of Illinois

ROCK ISLAND CAR LINES:

Horse car operation began in Rock Island in 1866, a year before a similar operation came to its sister city of Davenport, Iowa. In 1886 a third company built a line from Rock Island to Moline. Electrification began in Davenport in 1885, and after the properties were merged in 1888 electrification proceeded to completion in 1890.

Additional lines, including an interstate route on the lower level of the Chicago Rock Island & Pacific Railway's Mississippi River bridge, were built.

In March 1906 the Tri-City Railway & Light Company was incorporated and acquired control of various utility operations including the railways, with 132 miles of track in all.

The Moline, East Moline & Watertown Railway was incorporated in 1901 to build a suburban line along the high bluffs of the east bank of the Mississippi between the towns of its name. On November 13, 1902 the 9.6 mile line was opened and 18 cars were placed in service.

In addition to the city and suburban railway lines, the company managed interurban lines in Iowa linking Clinton, Davenport and Muscatine, and a city line in Muscatine. However, it did not operate the street railway in Clinton. The system was controlled by the United Light & Rys. Company of Grand Rapids, Michigan.

Buses were introduced on new extensions beginning in 1920 and began to replace cars on some lines in 1937. The last street cars were operated on the Bridge line in 1940.

PS

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BN

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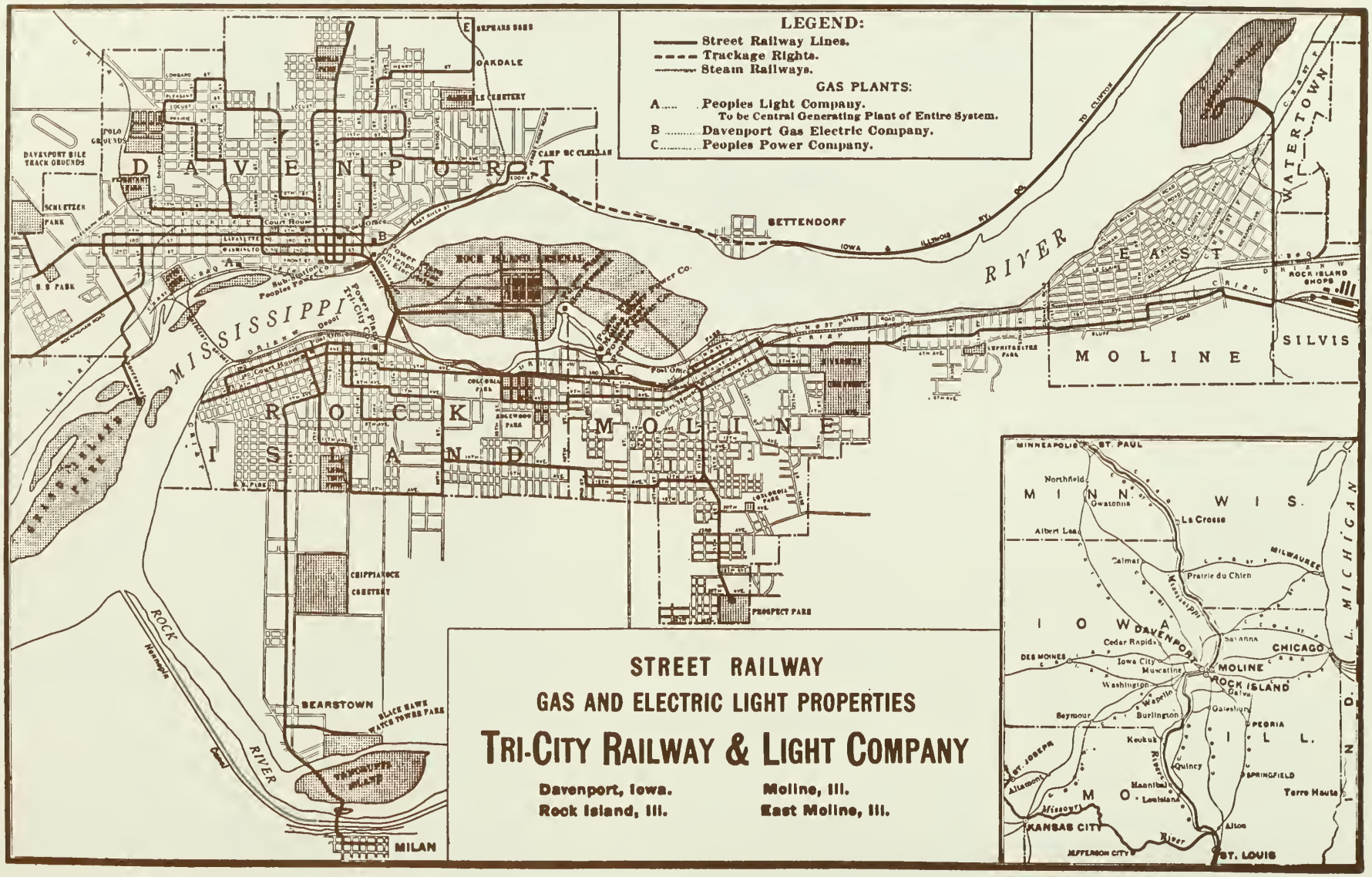
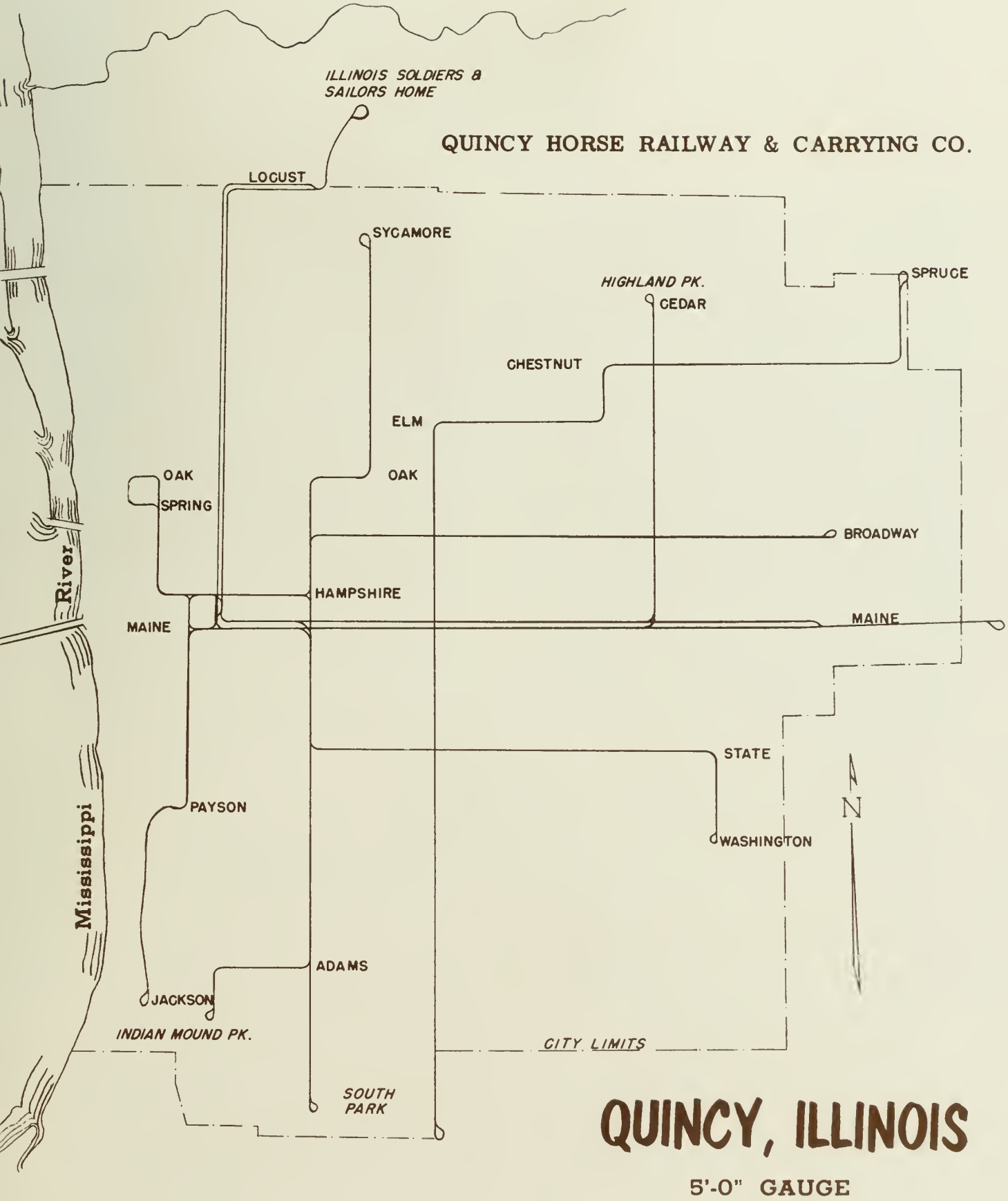

LEGEND:
Street Railway Lines.
Trackage Rights.
Steam Railways.
GAS PLANTS:
A..... Peoples Light Company.
To be Central Generating Plant of Entire System.
B..... Davenport Gas Electric Company.
C..... Peoples Power Company.
DAVENPORT
ROCK ISLAND
MOLINE
EAST MOLINE
SILVIS
WATERTOWN
SETTENDORF
MISSISSIPPI RIVER
ROCK RIVER
ROCK ISLAND ARSENAL
ROCK ISLAND SHOPS
CHIPPIANOCK CEMETERY
BEARSTOWN
MILAN
STREET RAILWAY
GAS AND ELECTRIC LIGHT PROPERTIES
TRI-CITY RAILWAY & LIGHT COMPANY
Davenport, Iowa.
Rock Island, Ill.
Moline, Ill.
East Moline, Ill.
MINNEAPOLIS
ST. PAUL
MINN.
WIS.
IOWA
ILL.
MO.
CHICAGO
MOLINE
ROCK ISLAND
DAVENPORT
PEORIA
SPRINGFIELD
KANSAS CITY
ST. LOUIS
L. MICHIGAN



For photos of Quincy, see CERA Bulletin 98.

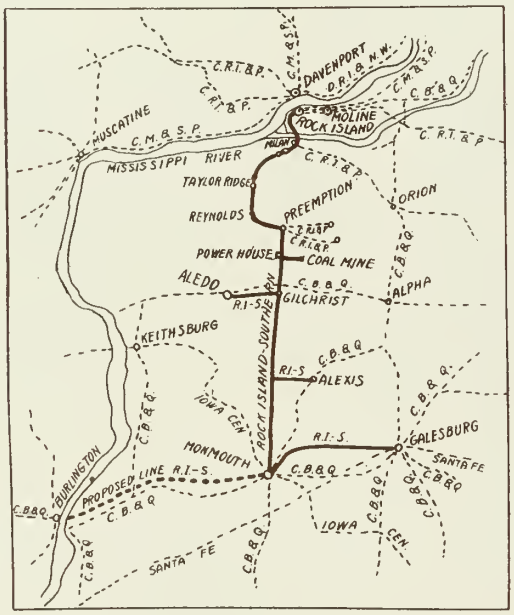
- JOHN E. MERRIKEN

ROCK ISLAND SOUTHERN LINES:

This line had its beginnings in the Western Illinois Traction Company which was building a route paralleling the Chicago Burlington & Quincy Railroad between Monmouth and Galesburg. It passed under the Santa Fe Railroad at Cameron, about midway, where a carbarn and power house were built. In April, 1905, the Rock Island Southern Railway was incorporated to acquire and complete the project.

Original equipment of the road included three Pullman green 52 ft. single-end passenger cars, lettered in gold and numbered 201-203. They were purchased from the St. Louis Car Company in 1906 at a cost of $6500 each. In 1907 St. Louis also furnished box motor 301.

The first passenger service was given on May 30, 1906. Operating voltage was 600 DC.



Map of Rock Island-Southern System with Connections

In the meantime, the construction of a main line worthy of the name Rock Island Southern was under way as rails were laid north from Monmouth toward Rock Island. On May 30, 1910 the first passenger train, a borrowed CB&Q open-platform coach pulled by American type steam locomotive 100, left Monmouth. Electric operation began in November, using the high-voltage single-phase AC system, designed by Westinghouse.

Passenger cars 300-305, 62 ft. Niles-built beauties, were originally used on the Washington Baltimore & Annapolis Electric Railroad but became available when that road made terminal changes that required smaller cars. There were

Pope Creek Trestle

two box motors, but most freight operation was handled by the two steam engines. There were 75 coal cars, 10 box cars and 10 flats. Two cabooses (401 and 402) built in 1912 by Calumet Car Company were supplemented in 1936 by ex-Santa Fe crummy 600.

Power for this line was supplied by the subsidiary Edwards River Power Company from a steam generating plant just south of Matherville. Entrance to Rock Island was obtained by using a leased branch of the Chicago Rock Island & Pacific Railroad.

Population density in this part of Illinois was quite light and passenger traffic never amounted to a profitable level. Freight business kept the pike alive until major renewals were required. At the end of the first World War in 1918 the DC division was reorganized as the Galesburg & Western and car 240 was purchased from the Tri-City lines at Davenport. The Cameron barn and power house was destroyed and equipment was maintained at Monmouth thereafter. A fire at the Monmouth barn cost two of the G&W cars and three of the AC cars as well as freight motor 301.

BN

The Rock Island Southern Railroad was the DC powered division between Monmouth and Galesburg. The steel box motor below served earlier interurban roads at Buffalo and Detroit.

WCJ

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De-electrification of the AC line brought enough salvage cash to carry the system along on a freight-only basis for a few more years. The DC line continued electric operation, with car 202 cut down to a locomotive car capable of pulling one or two freight cars over the lightly-built rocky rails. When 202 finally fell apart in 1934, car 2014, a Kuhlman-built steel box motor, was acquired from the Eastern Michigan Railways system at Detroit, but was wrecked en route its new home and had to be replaced by 2012.

In 1940 car 800, acquired from Moline, succeeded the 2012 as the Galesburg engine; it in turn was replaced by Differential Dump Car 0035 acquired from Kansas City in 1947.

Operation of the Galesburg line ended March 30, 1951.

The north line operated by steam until February 1952, altho its rails gradually receded from Monmouth as bridges over the deep gullies rotted away. For example, in 1929 fire damaged the bridge near Burgess and cut the line there.

LEB

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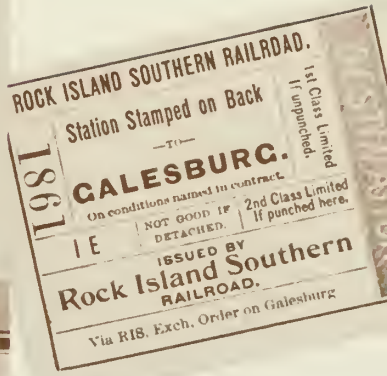
LEB

BN

WCJ
R. I. S.


ROCK ISLAND SOUTHERN RAILROAD.
Station Stamped on Back
—TO—
CALESBURG.
On conditions named in contract.
NOT GOOD IF DETACHED.
1st Class Limited If unpunched.
2nd Class Limited If punched here.
ISSUED BY
Rock Island Southern
RAILROAD.
Via RIS. Exch. Order on Galesburg
1981

WCJ
STATIONS
Time Table No. 15
February 19, 1911
Monmouth
Riverside Park
Cedar Hill
Springdale
Shaw's Siding
Norwood
Burgess
Gilchrist
Matherville
Southern Junc.
Reynolds
Taylor Ridge
Black Hawk
Milan
Rock Island, 4th Ave.
ALEDO BRANCH
STATIONS
Time Table No. 15
February 19, 1911
Aledo
302
ROCK ISLAND
SOUTHERN

MAP OF THE

Rock Island Southern Railway Co.

Rock Island Southern Ry. Co.

OFFICIAL TIME TABLE
Effective Dec. 10 1922

"THE QUICKEST WAY"

Between

Rock Island
Monmouth
Galesburg
Aledo, and
Intermediate Stations

Also

Connections with
Other Railroad and Electric Lines
for
PASSENGER AND FREIGHT

TRAVEL BY } The "R. I. S."
SHIP OVER }

Consult Agents for Fares and Rates

GENERAL INFORMATION
TIME

The time is subject to changs without notice. and is not gauranteed, nor does the Rock Island Southern Railway hold itself responsihls for omissions or errors in time given herein.

RATES FOR CHILDREN

Children under 5 years of age, in charge of a competent person will he carried free. Children over 5 and under 12 years of age will he charged half rates, adding sufficient to make half fare end in 0 or 5; over 12 full rates

BAGGAGE

150 pounds of haggage may hs checked free on each full ticket, and 75 pounds on each half (childs) ticket.

No single piece of baggage exceeding 40 cubic feet in measurement or 250 pounds in weight will he checked.

Charge on excess Baggage as follows: 16⅔ per cent of the one way passenger fare. with minimum of 15 cents per 100 lbs., and minimum collection of 25 cents per shipment.

Sufficient will he added to all excess haggage charges to make them end in 0 or 5.

RATES

Short line rates between all junction points.

LIMITS AND STOP-OVERS

Fares apply only for continous passage tickets. No stop-overs will he allowed.

CONNECTIONS

are made with other traction and steam lines as shown below:

Rock Island, Ill, C, R, I, & P, Ry,: C, M, & St, P, Ry C, B, & Q, R, R,:

*Davenport, Ia., C. R. I. & P. Ry. C. M. & St. P. Ry. C. B. & Q. R. R ; Illinois and Iowa Traction Co.; and Davenport and Muscatine Ry.

*Moline, Ill., C. R. I. & P. Ry.; C. M. & St. P.; C. B. & Q. R. R.

Aledo, Ill., C. B. & Q. R. R.

Monmouth, Ill., C. B. & Q. R. R.; M. & ST. P. R. R.

Galesburg, Ill., Athsf Ry.; C. B. & Q. R. R.; Peoplee Traction Co.

DISPUTES

Agents and conductors are governed hy the rules of this Company. In case of dispute it is always best to pay fare requested and refer the matter to the Company, Who will promptly investigate and adjust any differences.

Information regarding Special Cars, time tables, guides etc., will he furnished upon application to

G. W. QUACKENBUSH, Traffic Mgr.

Rock Island, Ill.

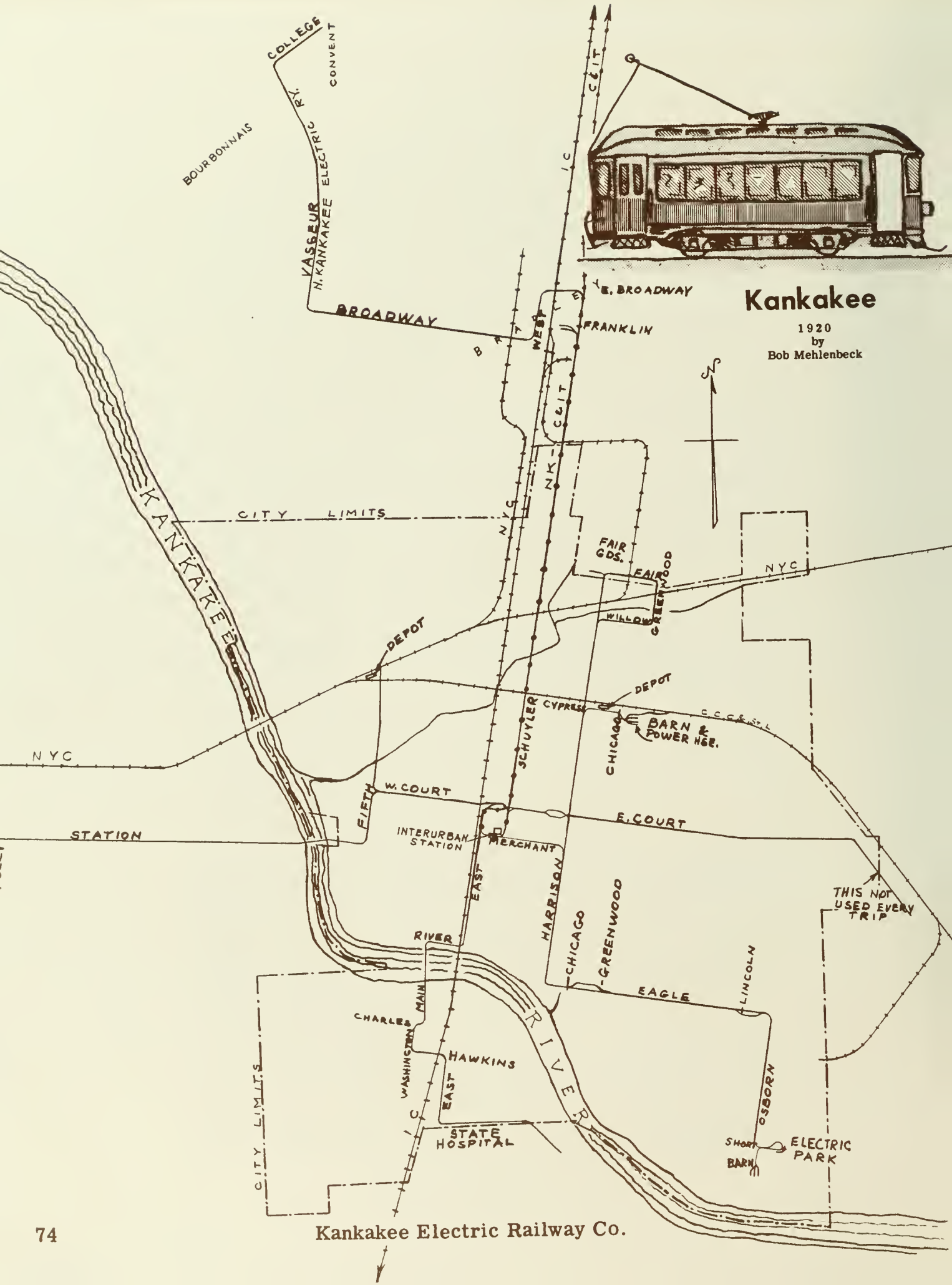
THE ROCK ISLAND SOUTHERN RAILWAY CO.

Commencing December 10, 1922 and until further notice, the Rock Island Southern Railway Co. will operate trains between siations as indicated below:

706-1002 Daily Ex. Sun. Mixed A. M.	704-76 Daily P. M.	702-72 Daily Ex. Sun. A. M.	700-70 Sunday Only A. M.	700-68 Daily Ex. Sun. A. M.		STATIONS		701-65 Daily Ex. Sun. A. M.	701-65 Sunday Only A. M.	703-67 Daily Ex. Sun. P. M.	705-71 Dialy P. M.	707-1003 Daily Ex. Sun. Mixed P. M.
7:35	**4:15**	**10:15**	**7:45**	**6:50**	Lve.	* DAVENPORT	Arr.	**10:40**	**11:35**	**4:00**	**7:17**	**2:35**
7:35	**4:15**	**10:15**	**7:45**	**6:50**		* MOLINE		**10:40**	**11:35**	**4:00**	**7:17**	**2:35**
7:50	**4:30**	**10:30**	**8:00**	**7:05**		20th St Rock Island		**10:25**	**11:20**	**3:45**	**7:02**	**2:20**
8:00	4:35	10:50	8:05	7:10		5th St. Y'd		10:20	11:17	3:40	6:57	2:10
8:35	4:45	11:05	8:15	7:20		Milan		10:13	11:07	3:25	6:47	1:45
8:50	4:52	11:15	8:23	7:28		Blackhawk		10:05	11:00	3:10	6:39	1:30
9:25	5:02	11:30	8:33	7:38		Taylor Ridge		9:57	10:52	3:00	6:31	1:15
9:47	5:12	11:45	8:43	7:48		Reynolds		9:47	10:42	2:45	6:21	12:50
10:00	5:20	11:55	8:50	7:55		Southern Jct.		9:40	10:35	2:30	6:15	12:25
10:15	"	"	"	"		Preemption		"	"	"	"	12:10
10:30	"	"	"	"		Sherrard		"	"	"	"	11:00
11:20	"	"	"	"		Preemption		"	"	"	"	12:10
11:45	"	"	"	"		Cable		"	"	"	"	11:45
A. M.	5:20	11:55	8:50	7:55		Southern Jct.		9:40	10:35	2:30	6:15	
	5:22	11:57	8:54	7:59		Dorotha		9:38	10:33	2:18	6:13	
	5:30	12:15	9:05	8:10		Matherville		9:30	10:25	2:05	6:05	
	5:35	12:30	9:15	8:20		Power House		9:20	10:15	1:40	5:55	
	5:45	**12:45**	**9:25**	**8:30**	Arr.	Gilchrist	Lve.	**9:10**	**10:05**	**1:25**	**5:44**	
	6:05	**1:05**	**9:45**	**8:50**	Arr.	ALEDO	Lve	**8:50**	**9:45**	**1:05**	**5:25**	
	6:25	**12:45**	**10:05**	**9:10**	Lve	Gilchrist	Arr.	**8:30**	**9:25**	**12:15**	**5:05**	
	6:35	1:00	10:15	9:20		Martins		8:18	9:13	11:50	4:55	
	6:38	1:10	10:20	9:25		Burgess		8:13	9:10	11:45	4:50	
	6:45	1:20	10:27	9:32		Norwood		8:06	9:03	11:30	4:43	
	6:50	1:25	10:30	9:35		Alex Jct.		8:03	8:58	11:20	4:40	
	6:55	1:35	10:35	9:40		Shaws		7:58	8:53	11:15	4:35	
	7:02	1:47	10:42	9:47		Woodvale		7:50	8:45	11:05	4:25	
	7:09	1:57	10:50	9:55		Ferndell		7:43	8:38	10:55	4:15	
	7:19	2:07	11:00	10:05		Oil City		7:35	8:30	10:45	4:05	
	7:25	**2:15**	**11:05**	**10:10**	Arr.	Monmouth	Lve	**7:30**	**8:25**	**10:25**	**4:00**	

P. M. 78 Daily	P. M. 76 Daily	P. M. 74 Daily	P. M. 72 Daily	P. M. 70 Daily	A. M. 68 Daily	A. M. 66 Sunday Only	A. M. 66 Daily Ex. Sun.				A. M. 65 Daily Ex. Sun.	A. M. 65 Sunday Only	A. M. 67 Daily	P. M. 69 Daily	P. M. 71 Daily	P. M. 73 Daily	P. M. 75 Daily	P. M. 77 Daily
9:45	**7:45**	**5:40**	**3:35**	**1:15**	**10:15**	**8:00**	**7:20**	Lve	Monmouth	Arr.	**7:10**	**7:55**	**10:00**	**12:30**	**3:30**	**5:35**	**7:40**	**9:45**
9:55	8:00	5:55	3:50	1:30	10:30	8:15	7:35		3. M. C.		6:55	7:40	9:45	12:15	3:15	5:20	7:25	9:40
9:57	8:02	5:57	3:52	1:32	10:34	8:19	7:39		Sickmans		6:51	7:36	9:41	12:11	3:11	5:16	7:21	9:36
10:00	8:05	6:00	3:55	1:35	10:37	8:22	7:42		Sullivans		6:48	7:33	9:38	12:08	3:08	5:13	7:18	9:33
10:02	8:07	6:02	3:57	1:37	10:39	8:24	7:44		Butlers		6:45	7:30	9:35	12:05	3:05	5:10	7:15	9:30
10:10	8:15	6:10	4:05	1:45	10:45	8:30	7:50		Cameron		6:40	7:25	9:30	12:00	3:00	5:05	7:10	9:25
10:17	8:22	6:17	4:12	1:52	10:52	8:37	7:57		Cones		6:33	7:18	9:23	11:53	2:53	4:58	7:03	9:18
10:20	8:25	6:20	4:15	1:55	10:55	8:40	8:00		Gales		6:30	7:15	9:20	11:50	2:50	4:55	7:00	9:15
10:35	**8:40**	**6!35**	**4:30**	**2:15**	**11:10**	**8:55**	**8:15**	Arr.	Galesburg	Lve.	**6:15**	**7:00**	**9:00**	**11:30**	**2:30**	**4:40**	**6:45**	**9:00**
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M	A. M.				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

Mixed trains will not stop at road crossings
Passenger trains between Rock Island and Monmouth will stop at all road crossings on flag, except Adams Road, McIntyres, Morrows and Fairview.
Trian No. 702 has no connection for the south for pasengers from Aledo.
Trains Nos. 75-77 and 78 will not handle baggage, Express or freight.
Train No. 77 will run to Monmouth Post Office turn and run as Nol 78
*Connection by City cars to and from Rock Island.



Kankakee Electric Railway Co.

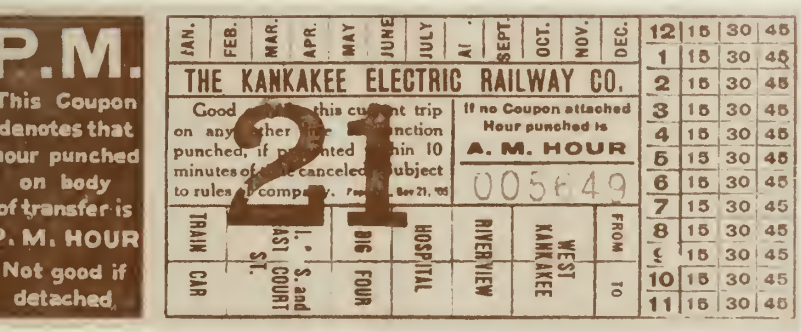
KANKAKEE CITY LINES:

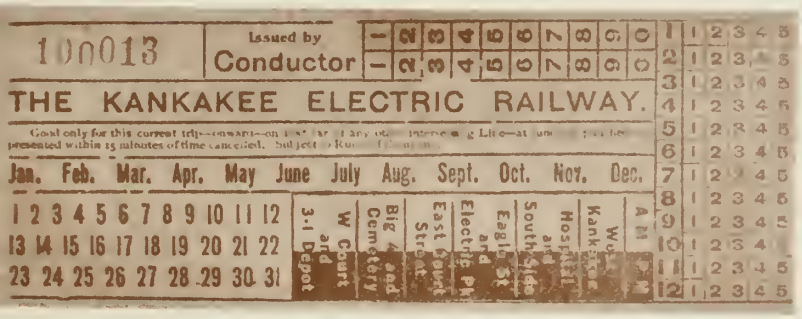
The Kankakee Electric Railway was chartered in March 1900, and with its subsidiary, the Kankakee & Western R. R. Co., built 12 miles of city car lines to West Kankakee, State Hospital, Big Four Depot, East Court Street and Electric Park, and planned to extend 8 miles out to Chebanse.

In recent years cars met on Court Street between East Avenue and Schuyler every 20 minutes. The Big Four line was thru routed with the State Hospital line. The outer end of the Electric Park line had a loop, and single-end car #31 was confined to this route.

Car 14 had controls to permit opening the left side doors and this was used to allow safe handling of passengers off the highway on the side-of-the-road West Kankakee line.

A second company, the North Kankakee Elec. Light & Railway Co., incorporated in May 1892, Connected thru Bradley to St. Viator's College in Bourbonnais, 4.5 miles. It had 7 motor cars.





HARVEY TRANSIT COMPANY:

One of the smallest car lines in the state was that of the Harvey Transit Company, extending about 3 miles from 151st Street and Columbia Avenue, via Columbia, 156th Street, and Marshfield Avenue to 147th Street.

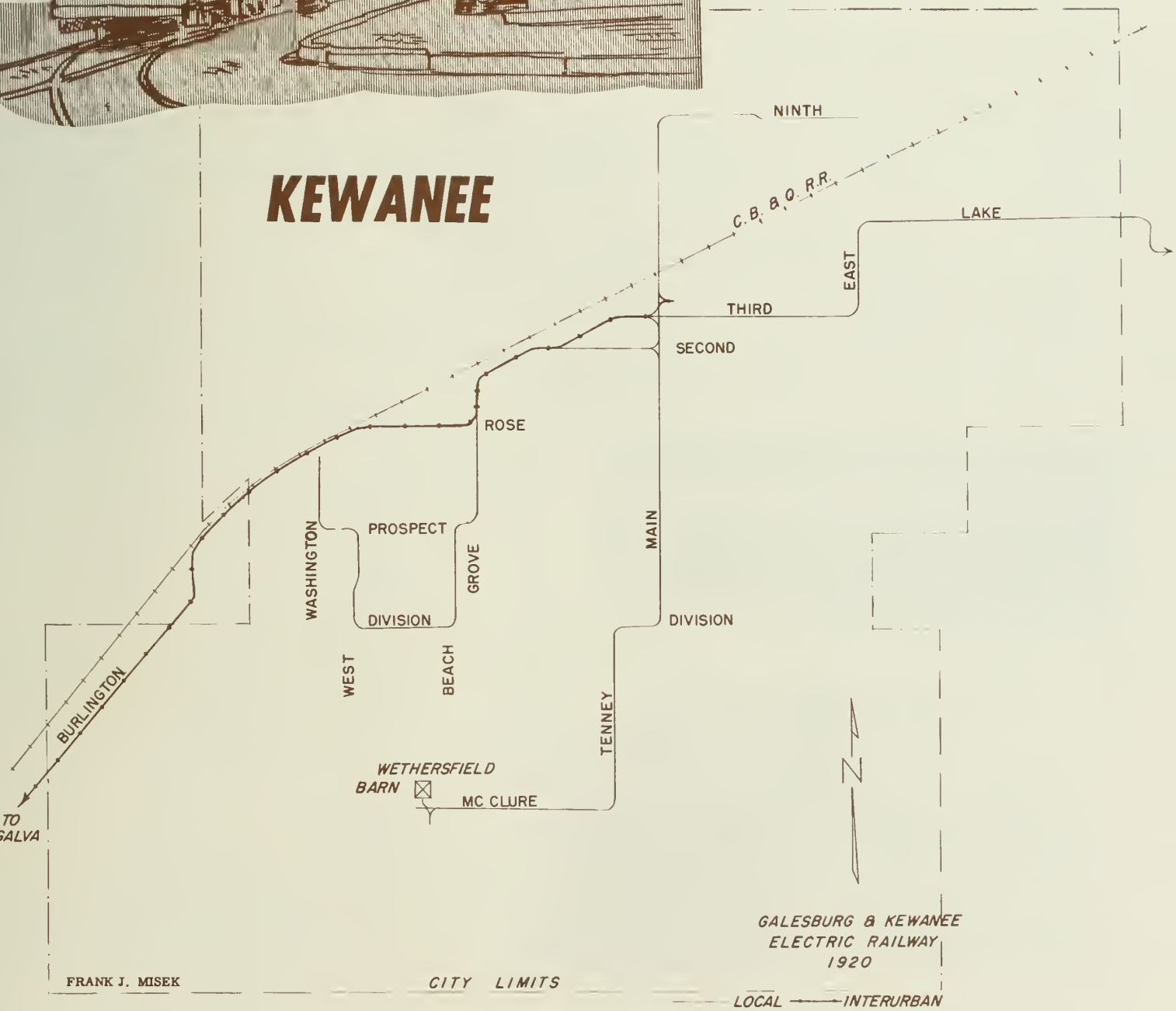
Altho its three LaClede-built 35 ft. cars served both the manufacturing plants and the center of town, this appears to have been insufficient to keep the project alive and the operation, which began in 1892, was gone before the Chicago & Southern Traction interurban line was built into Harvey.

TWO MYSTERY LINES:

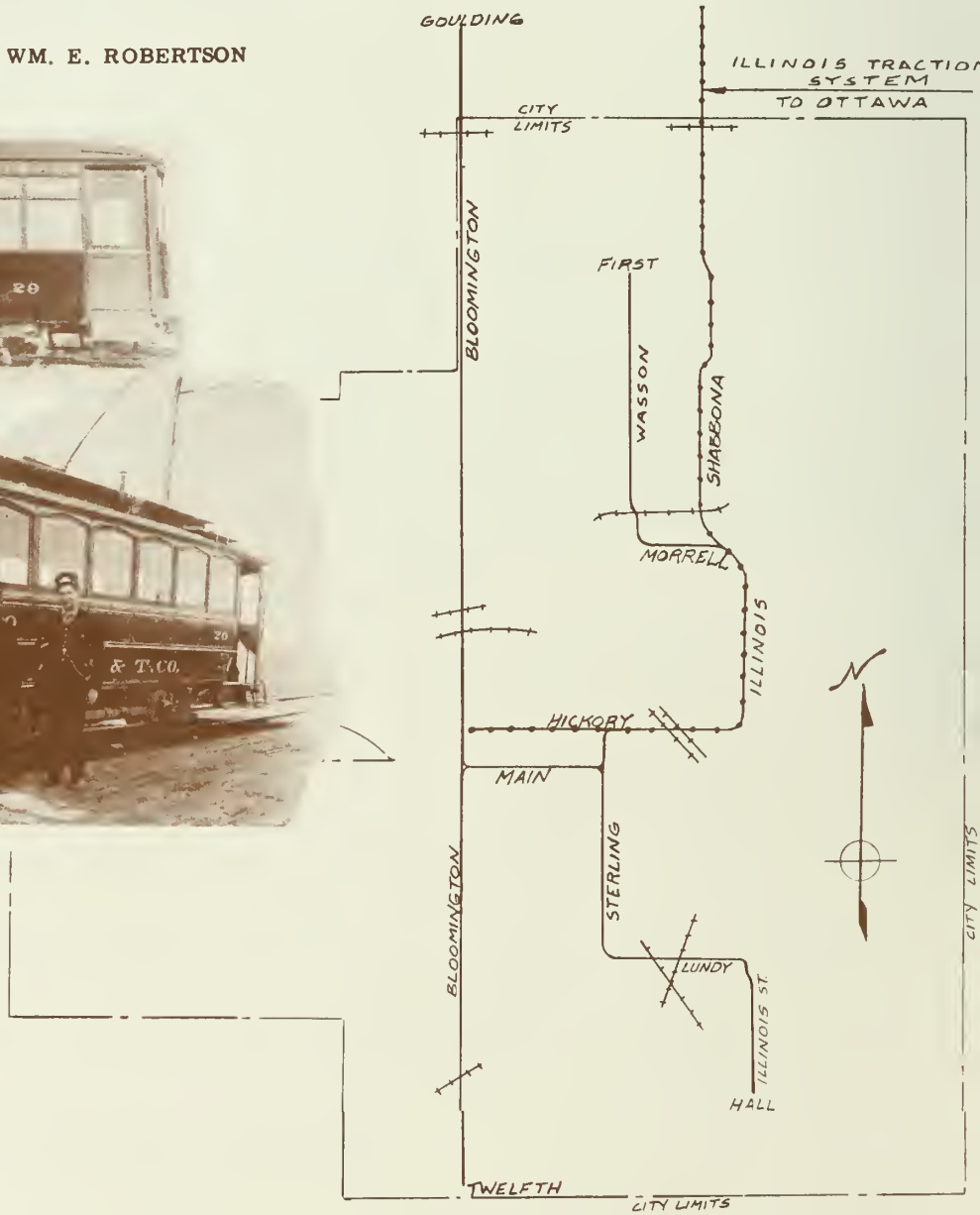
Every now and then a line is heard of with little definite evidence of electric operation, but with a puzzling record of construction. Such a line was the Whitehall Railway, organized September 16, 1904. By 1909 it is said to have completed 2.50 miles of line in the vicinity of the town of Whitehall, and in 1916 a record shows it had 3 electric locomotives and 50 freight cars.

Then we have the Macomb & Western Illinois Railway, supposedly opened as an electric line in December 1903 extending to the towns of Industry and Littleton. On June 1, 1905 electric operation was discontinued and the wire removed, so the record goes. Steam operation ended in 1930.

KEWANEE


NINTH
C.B. & Q. R.R.
LAKE
EAST
THIRD
SECOND
ROSE
PROSPECT
WASHINGTON
GROVE
MAIN
DIVISION
DIVISION
WEST
BEACH
TENNEY
BURLINGTON
TO GALVA
WETHERSFIELD BARN
MC CLURE
N
GALESBURG & KEWANEE ELECTRIC RAILWAY 1920
FRANK J. MISEK
CITY LIMITS
LOCAL
INTERURBAN

- WM. E. ROBERTSON



STREATOR, ILL.

PUBLIC SERVICE COMPANY
OF NORTHERN ILLINOIS

OTTAWA

For photos of Ottawa, see CERA Bulletin 98

- FRANK J. MISEK

CANTON-FAIRVIEW-FARMINGTON:

Chartered in Illinois in 1903, the Illinois Central Electric Railway operated 33 miles of track with 7 motor and 10 other cars. Primarily an interurban trolley road, it also operated a feeble city service in the town of Canton. Altho there were only a few cars, interest was heightened by variety in types, which ranged from fragile little suburbans up to the massive arch-roofed combination baggage-passenger car built by American Car Company in 1913.

Historical notes show that the first 4.67 miles of line was placed in service early in 1907 and, on December 10, 1912, the first car entered Lewiston, completing the road. Operations ceased July 25, 1928 and the road was scrapped.

for map of Canton, see Page 90.

WBC

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CVH

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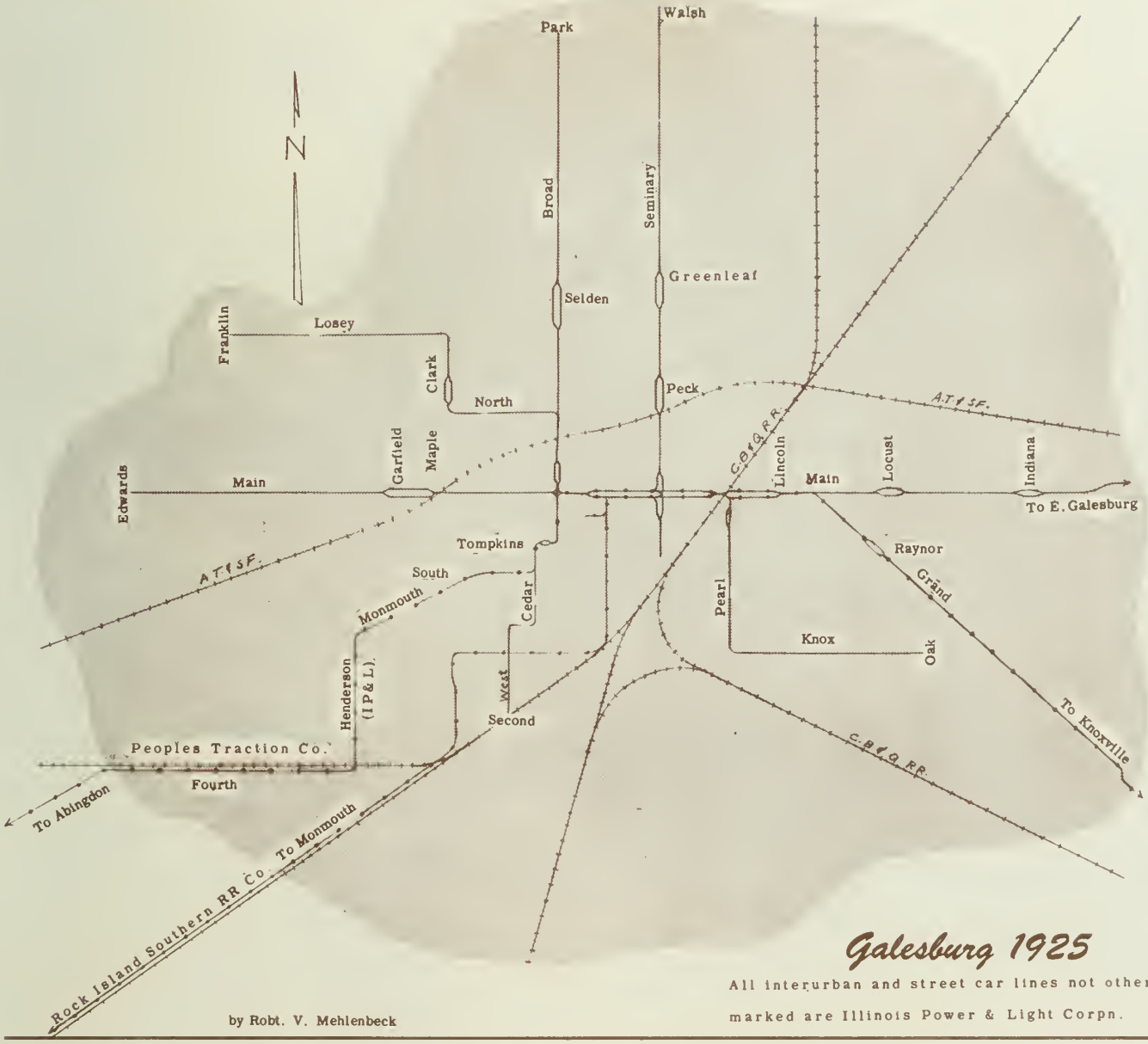
CVH

CVH

Interurban, Fairview, Ill.

For photos of Galesburg, see CERA Bulletin 98

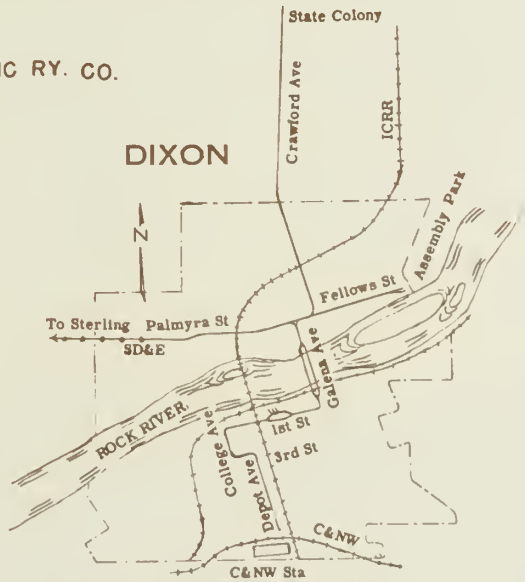


Galesburg 1925

All interurban and street car lines not otherwise marked are Illinois Power & Light Corpn.

by Robt. V. Mehlenbeck

STERLING, DIXON & EASTERN ELECTRIC RY. CO.



Cars ran C&NW to Assembly Park
State Colony car separate from city operation

For more on Sterling and Dixon see page 82.

FH

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BN

FH

STERLING-DIXON LINES:

The Sterling Dixon & Eastern Traction Company was chartered August 23, 1902 to build city lines in the two towns of its name and an interurban railway connecting them. Operation began in May 1904.

The interurban road was 16.29 miles in length and had two passenger and one express car. The city lines brought the mileage total to 17.5 and added 7 closed and 2 open city cars.

Operations were discontinued September 17, 1925.

BN

BN

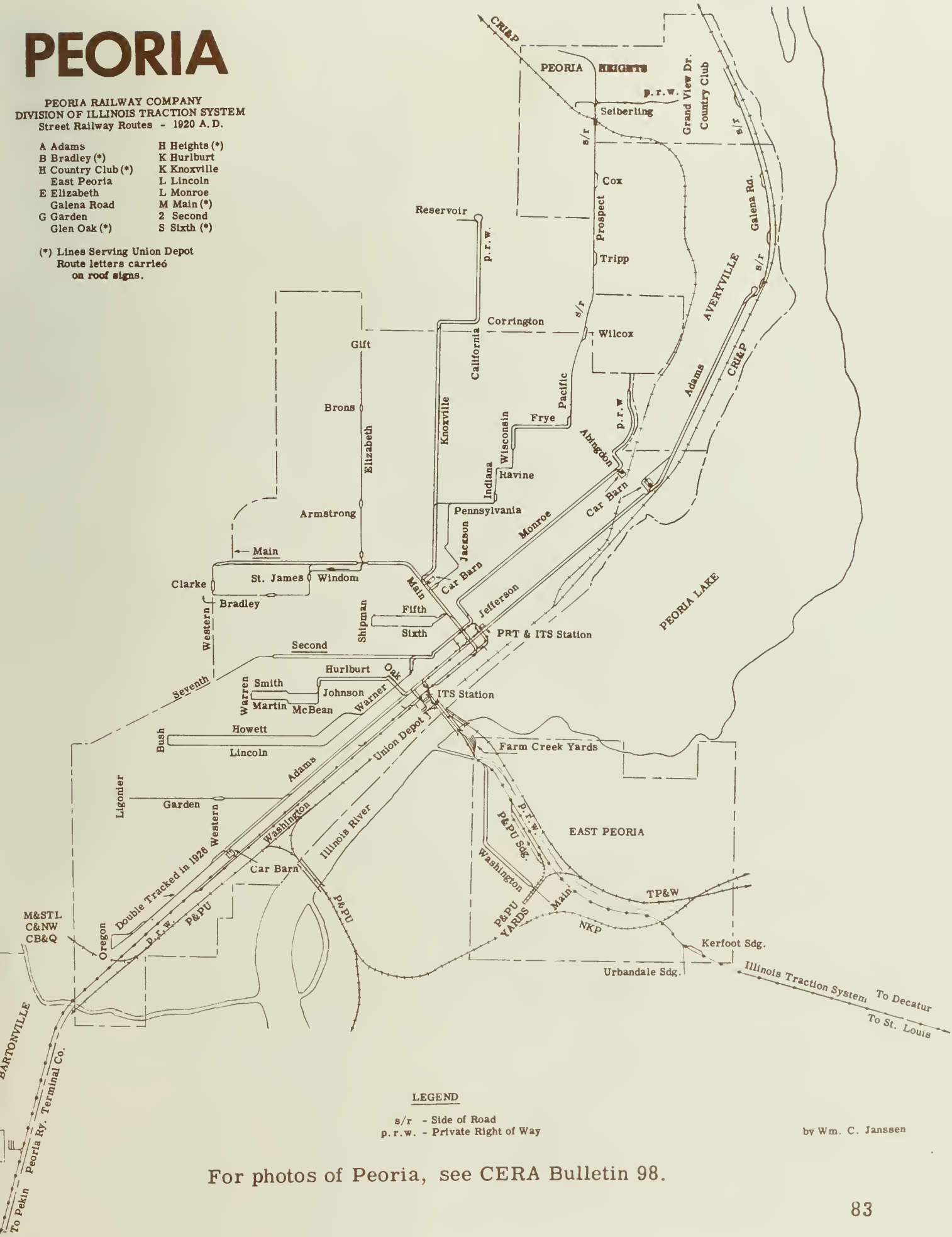
BN

PEORIA

PEORIA RAILWAY COMPANY
DIVISION OF ILLINOIS TRACTION SYSTEM
Street Railway Routes - 1920 A.D.

A Adams
B Bradley (*)
H Country Club (*)
East Peoria
E Elizabeth
Galena Road
G Garden
Glen Oak (*)
H Heights (*)
K Hurlburt
K Knoxville
L Lincoln
L Monroe
M Main (*)
2 Second
S Sixth (*)

(*) Lines Serving Union Depot
Route letters carried
on roof signs.

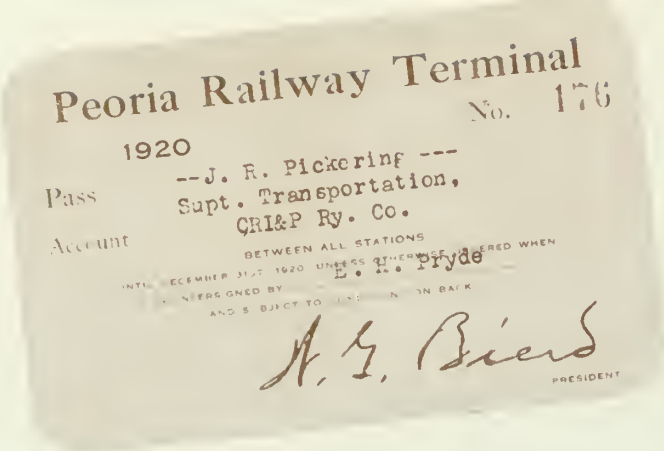


LEGEND

s/r - Side of Road
p.r.w. - Private Right of Way

by Wm. C. Janssen

For photos of Peoria, see CERA Bulletin 98.


Peoria Railway Terminal
No. 176
1920
Pass --J. R. Pickering ---
Supt. Transportation,
CRI&P Ry. Co.
Account
BETWEEN ALL STATIONS
E. K. Pryde
A. G. Biers
PRESIDENT

BN

PS

PEORIA - PEKIN LINE:

The Peoria & Pekin Traction Company was incorporated August 26, 1897 to build a car line connecting the two cities. In May 1899 the name was changed to Peoria & Pekin Terminal and construction proceeded to completion with the first thru car running from Peoria to Pekin on April 2, 1900.

On October 28, 1906 the line was placed in receivership and on May 1, 1907 it was reorganized as the Peoria Railway Terminal Company. The original American Car Company built equipment was completely destroyed, along with the car barn, in a tragic fire and it became necessary to rent Peoria 800-class street cars to run the service until new equipment could be delivered by McGuire-Cummings.

Electric equipment in later years consisted of passenger cars 76 and 81-85, snowplow S-1 and line car 103. Freight operation was carried on by steam, and the line became very attractive as a terminal and switching carrier. The Chicago & Alton and Rock Island Railroads which controlled it developed this phase of the business actively. When passenger operations became unprofitable and were abandoned, on August 30, 1924, the electrification was dismantled. The road is operated today as a branch of the Rock Island.

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Here's the complete order of cars 81-85 ready to be hauled away from the McGuire-Cummings plant at Paris, Illinois.

WCJ

PEKIN MUNICIPAL RAILWAY

This property began as the battery-operated Pekin & Petersburg Interurban Railway with a plan to build an 8-mile line. Incorporated in November 1910, it began operation August 23, 1911. It went into receivership May 12, 1913 and was sold in foreclosure to a committee of bondholders who reorganized it as the Pekin Street Railway.

On August 21, 1914 the voters of Pekin passed a bond issue to purchase the line and convert it to trolley operation, also to extend it to Mineral Springs Park. Three cars were purchased from the West Chicago St. R. R.

In recent years equipment consisted of two Brill single truckers and three Birneys. The line was converted to bus operation November 11, 1935.

BN

PS

FEB

for map of Pekin, see Page 90.

WCJ

PS

FEB

FEB

FEB

PS

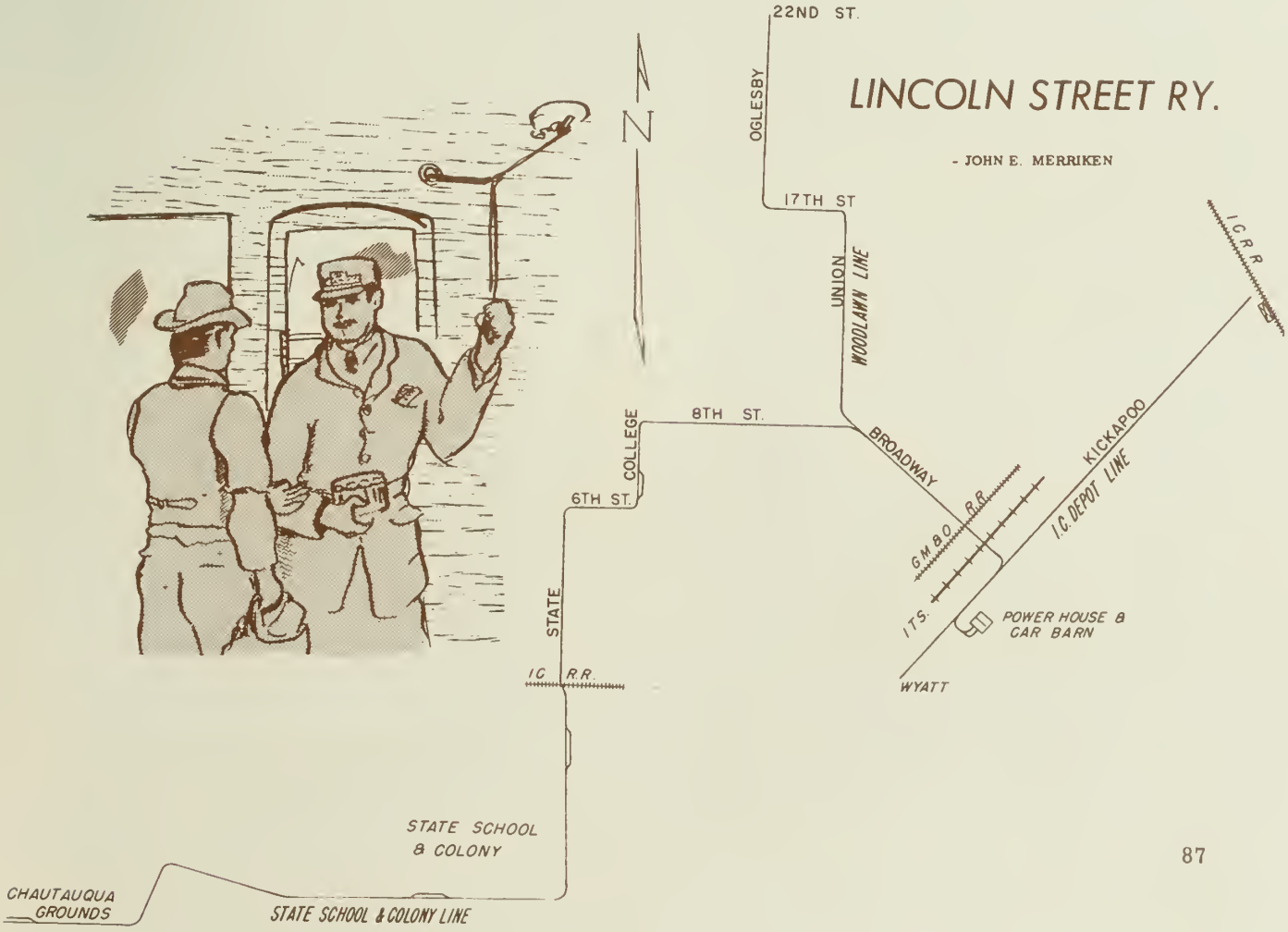
LINCOLN STREET RAILWAY

Trolley car operation of the Lincoln Street Railway began on Christmas Day, 1891, on $4\frac{1}{2}$ miles of track representing three lines: I. C. Depot, Woodlawn, State School and Colony. From the beginning four cars were used in regular service, one each on the first two lines and two on the latter. In winter closed cars were used, while in summer open cars worked the service. The cars were painted yellow-orange and all but one was of single-truck design. Half-hourly service was given except on the I.C. Depot line which had a 15-minute interval.

In 1907 a fund of $6000 was raised by subscription to extend the State School line more than a mile to reach the Chautauqua grounds. This extension was never owned by the company, although cars were operated on it during Chautauqua season. Seven additional cars were rented for these occasions from the Springfiled Street Railway. They were brought up to Lincoln under their own power on the tracks of the Illinois Traction System. Since there was no track connection between the interurban and city lines in Lincoln, it was necessary to derail-and-rerail the cars, either near the intersection of the two lines at Broadway and Chicago Street or where they came close together at Wyatt "Y" and South Kickapoo Street.

The Chicago & Alton Railway (now GM&O) refused to allow their rails to be cut for the installation of crossing frogs, so the street car rails were raised enough so the flanges could jump the railroad rail.

Inroads of the private automobile were being felt in the early 1920s and when bankruptcy came, J. R. Patton of Atlanta purchased the system and gave it up after a year. The City took over the line and leased it to the Central Illinois Gas & Electric Company at a dollar-a-year. After more promotional efforts, including monthly passes, service was discontinued in the late 1920s.



BLOOMINGTON, PONTIAC & JOLIET ELECTRIC RAILWAY

A. E. SELLS, Supt.

NORTH BOUND

	AM	AM	AM	PM	PM	PM	PM	PM	PM
Lv. Reformatory	5:40	8:20	10:50	12:50	3:15	5:15	7:15	9:30	11:30
Pontiac	5:45	8:30	10:55	12:45	3:20	5:20	7:20	9:35	11:35
Nolan	6:00	8:45	10:48	12:48	3:33	5:33	7:33	9:48	11:48
Cayuga	6:05	8:50	10:53	12:53	3:38	5:38	7:38	9:53	11:53
Interurban Pk	6:15	9:00	11:00	1:00	3:48	5:48	7:48	10:03	12:03
Odell	6:21	9:06	11:05	1:05	3:54	5:54	7:54	10:10	12:10
Virden	6:22	9:11	11:12	1:12	4:01	6:01	8:01	10:17	12:17
Riling	6:35	9:20	11:18	1:18	4:08	6:08	8:08	10:23	12:23
Ar. Dwight	6:45	9:30	11:25	1:25	4:15	6:15	8:15	10:30	12:30

SOUTH BOUND

	AM	AM	AM	PM	PM	PM	PM	PM	PM
Lv. Dwight	7:30	9:30	11:25	2:15	4:15	6:15	8:30	10:30	12:30
Riling	7:37	9:37	11:32	2:22	4:22	6:22	8:37	10:37	12:37
Virden	7:42	9:42	11:37	2:27	4:27	6:27	8:42	10:42	12:42
Odell	7:50	9:50	11:45	2:35	4:35	6:35	8:50	10:50	12:50
Interurban Pk	7:56	9:55	11:50	2:40	4:40	6:40	8:55	10:55	12:55
Cayuga	8:02	10:03	11:58	2:48	4:48	6:48	9:05	11:05	1:05
Nolan	8:07	10:08	12:03	2:53	4:53	6:53	9:10	11:10	1:10
Pontiac	8:20	10:25	12:18	3:10	5:10	7:10	9:25	11:25	1:25
Ar. Reformatory	8:25	10:30	12:23	3:15	5:15	7:15	9:30	11:30	1:30

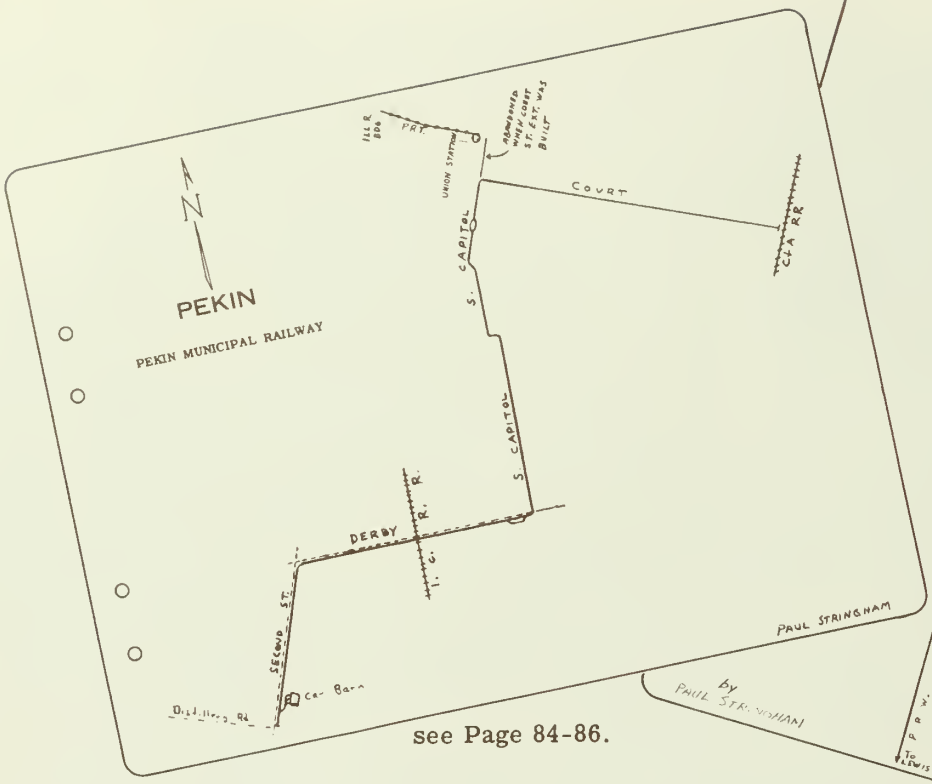
PONTIAC - DWIGHT INTERURBAN:

Construction of the Bloomington Pontiac & Joliet Electric Railway was begun in 1904 under the supervision of Bion J. Arnold. With the thought in mind of a lengthy road, the designer planned to make a substantial saving in the cost of power converting and distribution equipment by employing the novel system of high-voltage alternating current on the trolley wires. A very crude and simple catenary system was used, with separate northbound and southbound trolley wires, into which power was pumped at 3300 volts 25 cycles.

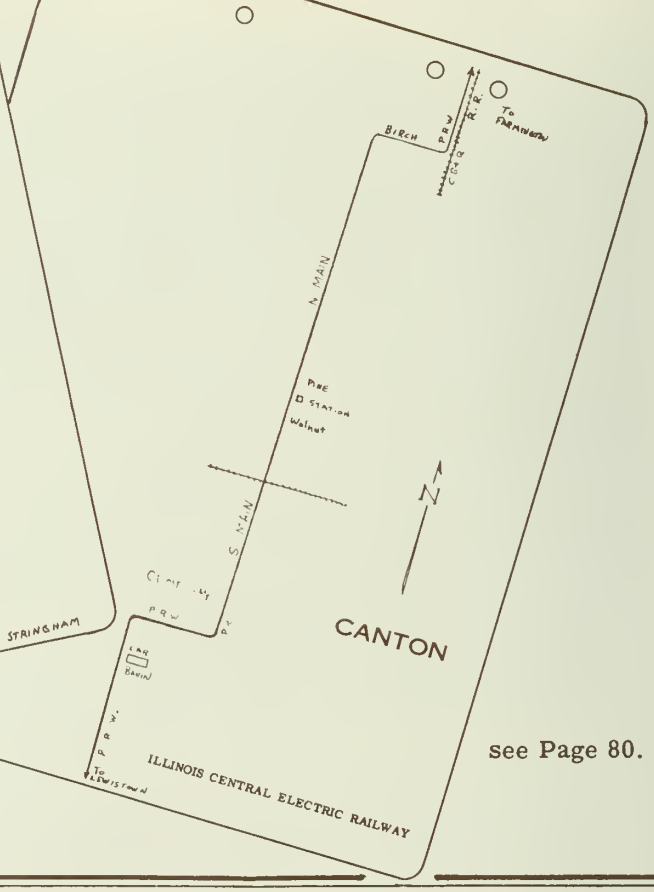
The line from the north edge of Pontiac to Odell, 10.4 miles, was completed and placed in service on March 15, 1905, using one car. Service could not be given into Pontiac because of litigation delaying a crossing with the Wabash Railway at the edge of town until April 23, but in the meantime a free bus service was given into town with a stage-coach. By 1906 the line was completed into Dwight and a second car was obtained for interurban operations. Later there were two old elevated railway trailers. A city car was also acquired for use on the 2-mile city line thru Pontiac to the Reformatory. Grading was also done, and can be seen to this day, on extension to Chenoa.

The original car equipment consisted of the two American Car Company light interurban jobs, with 41'-8" by 8'-7½" bodies and Brill-27 trucks. Each car had 4-GE-A605 motors rated 75 hp each and 2-T33A platform controllers. This type of controller gave five running notches by tapping the "compensator" (transformer) at 400, 500, 600, 700 and 800 volts, but the system was designed so that 600 v DC operation could be accommodated by merely adding a suitable set of resistors in place of the transformer. This evidently became desirable later, as the line was changed to DC around the year 1915. When an accident laid up both its cars, BP&J is said to have maintained service with leased equipment from the Illinois Traction System.

On November 24, 1925 the BP&J was authorized to discontinue operations, which it promptly did, running its last revenue car the following day.



see Page 84-86.



see Page 80.

SPRINGFIELD

On February 1 1861 the first company to provide public transportation in the city of Springfield was chartered. Little was done toward actual construction, until about 1865, when the Capital City Horse Railway Company built a line starting at 6th and Monroe, running west on Monroe to Walnut then south to Governor, then west to Illinois. On November 1 1865 the Capital Railway was granted a charter to build a line east on Monroe to the city limits but this line was not built until 1867. In 1866 the Springfield City Railway built a line on North 5th from Monroe to Enterprise, and a steam dummy line was constructed north and east from that point to the rolling mills at Ridgeley. On October 28, 1871 the Springfield City Ry. and the Capital Railway were consolidated.

On July 19, 1879 a charter was granted to the Citizens Street Ry. to build a line as follows: from 11th and North Grand, west to 9th south to Washington west to 6th south to Capitol west to 2nd then south to Allen. Another line was built from South Grand and 11th north to Washington west to 2nd north to Carpenter west to Rutledge, then north to Oak Ridge Cemetery. On July 12 1886 the charter was granted to extend the line to Camp Lincoln.

On November 29, 1889, the Peoples Gas Motor & Horse Ry. was incorporated to build a line from 2nd and Allen west to Walnut, then South to South Grand; and another line of the same company was built from 11th and North Grand, to the Fairgrounds with a contract with the Citizens Street Railway to operate their cars over the CSR trackage between those two outlying segments.

On April 22, 1893 the Springfield Consolidated Railway was organized to take over and electrify the horse car lines of the Springfield City Ry., and the Peoples Electric Ry. The old horse car barn was located at the southeast corner of 4th and Monroe.

Final extensions were built in the early 1900's, and nearly every resident of the city of Springfield was within easy walking distance of at least one, and often two trolley lines. A number of double truck cars were added to the roster. Besides the street railway system, an electric power service was maintained.

In 1922 the Illinois Power Company took over both the power, and street railway facilities; and a short time later the first motor bus was put into operation. In 1933 the Springfield Transportation was formed, and took over the operation of street cars and busses, while the Central Illinois Light Co. took over the electric service. Gradually the street car lines gave way to busses until at 11:30 PM on December 21, 1937, the last car left the square, on Fifth Street for its final run.

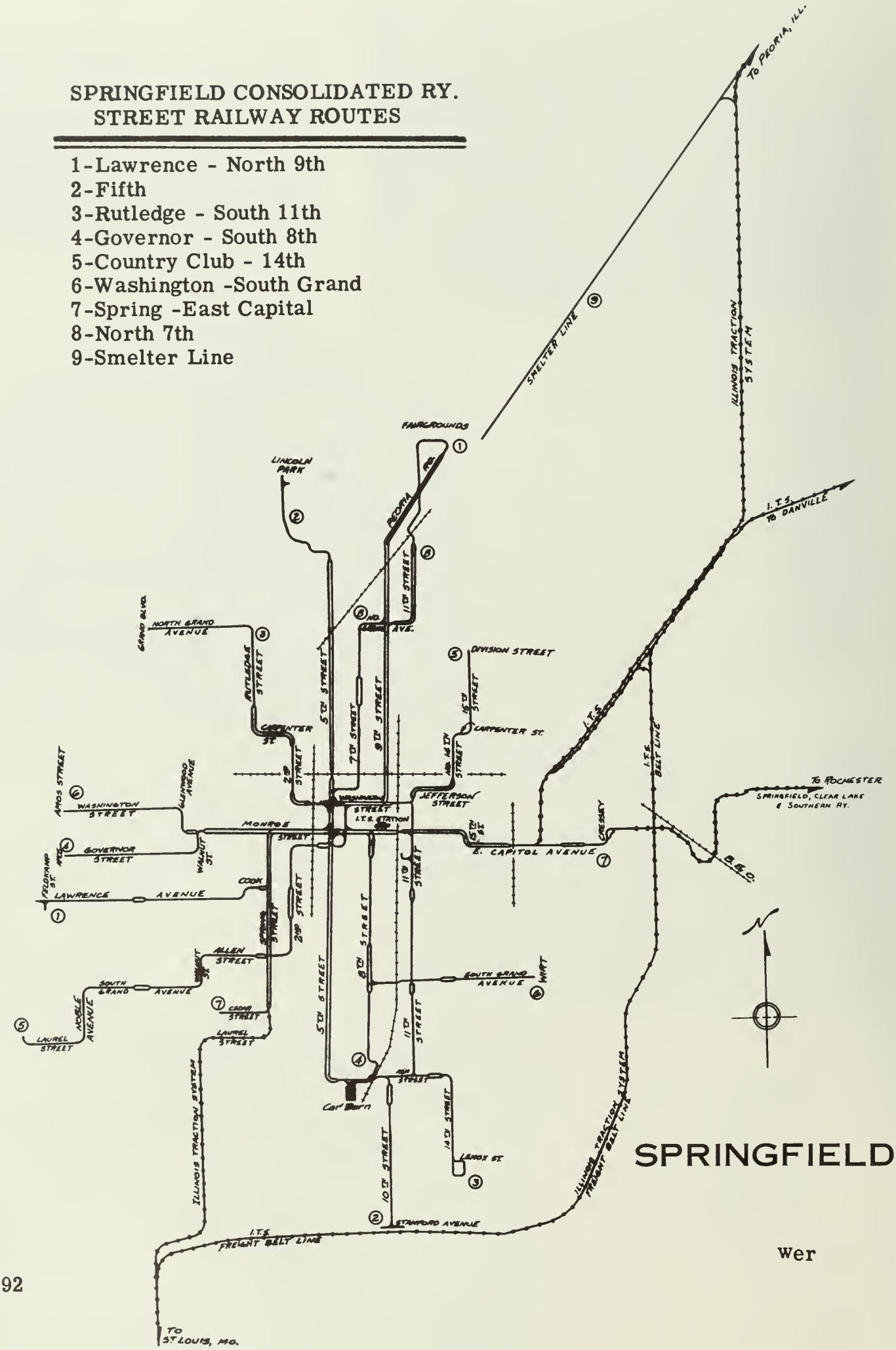
Twenty-eight of the electric cars were sold to the Abel Company of New York City, 5 were immediately resold to South America and 4 to Marion, Indiana. On January 7, 1938, 18 cars still remained at the old carbarn on Ash Street at 6th.

Final track removal was started on May 22. 1939; the first removal being at Washington & 10th Street from where the crews worked west along Washington and on 9th, from Washington Street north.

Springfield's old-timers included some rather sad junkers as the years wore on to take their toll.

SPRINGFIELD CONSOLIDATED RY.
STREET RAILWAY ROUTES

1-Lawrence - North 9th
2-Fifth
3-Rutledge - South 11th
4-Governor - South 8th
5-Country Club - 14th
6-Washington -South Grand
7-Spring -East Capital
8-North 7th
9-Smelter Line

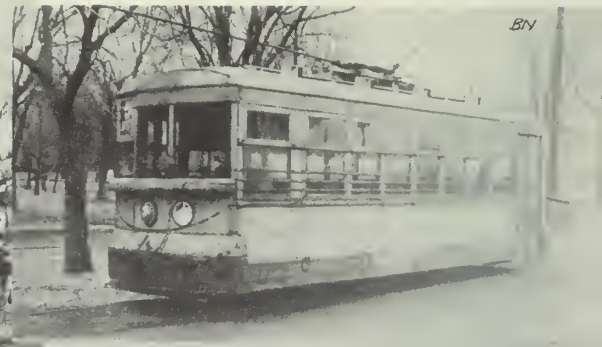


Wer

Later Springfield cars received a modernization treatment in the late 1920s which included one-manning.

Car 200 was built by the American Car Company and was used for years on the disconnected Smelter Plant line, which connected with Illinois Traction's Peoria-Springfield line at Ridgely Junction.

JJB



BN

FEB

PS

RVM

The Deluxe Birney, #265, had radial axle trucks-- see top right photo.

PS

JJB

WGJ

PS

SPRINGFIELD-CLEAR LAKE:

The Springfield Clear Lake & Rochester Railway was organized May 10, 1906 and by June 30, 1909 had its 10.5 mile from Springfield to Rochester, with a branch to Clear Lake, in service. By 1910 it was known as the Mississippi Valley Interurban Railway and was allied with the Sangamon Valley Railway and the Hillsboro Street Railway, altogether operating 15 miles of line, with four cars.

The line was poorly constructed and even more poorly maintained. On July 18, 1912 the Railroad Commission took notice of this and ordered suspension of operation until safe conditions were established. But money for this was not to be had and service was never resumed.

SPRINGFIELD SUBURBAN

TIME CARD

FEBRUARY 1, 1909.

Cars Leave Rochester—7:15-9:20-11:25 A. M.—1:30-3:35-5:50-8:00 P. M.

Cars Leave Springfield—8:15-10:20 A. M. 12:30-2:35-4:40-6:50 P. M.
Wednesday and Saturday Nights 11:00 P. M.

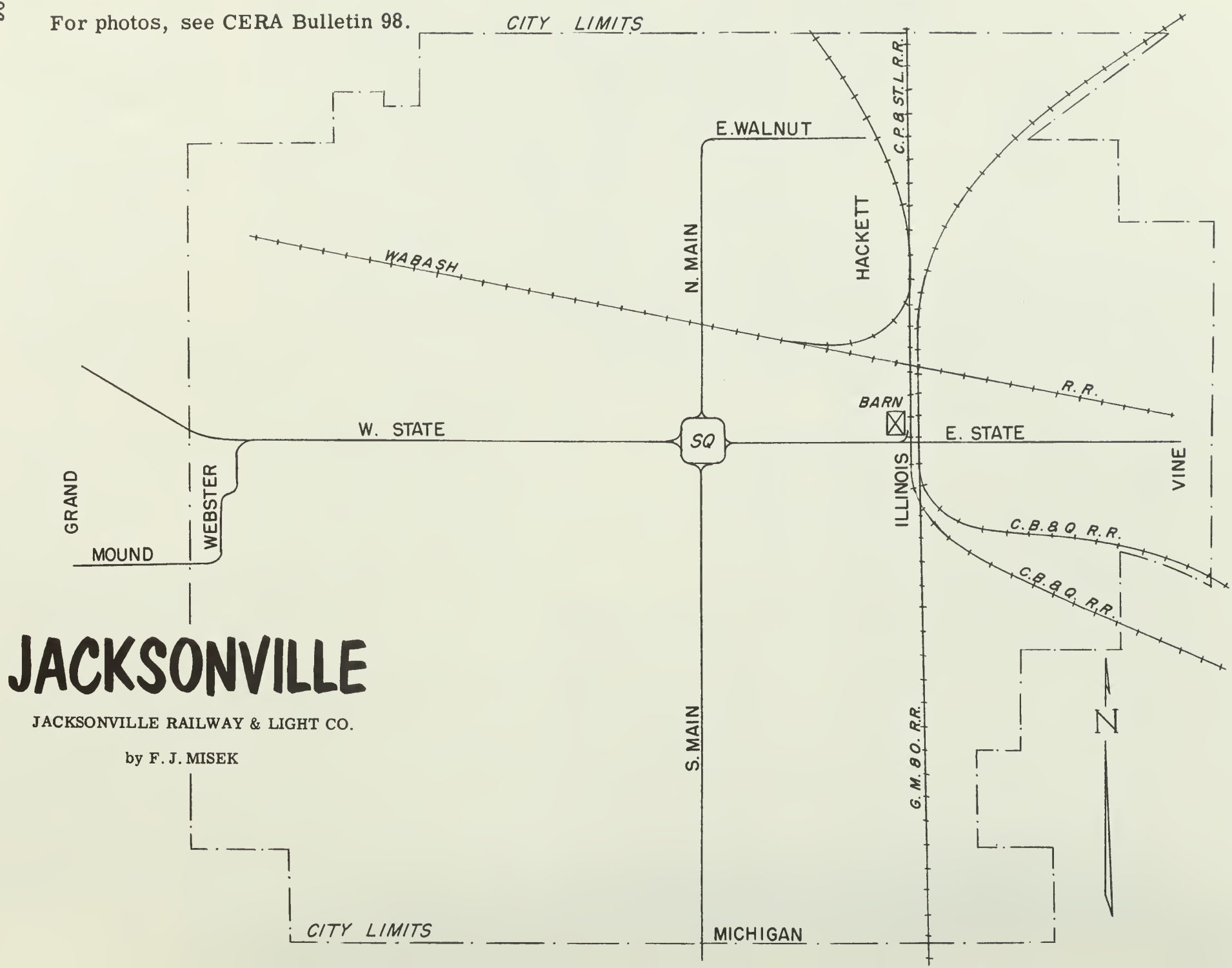
MISSISSIPPI VALLEY
Annual Harvest Home Chautauqua
The first fourteen days in August every year at Springfield, Ill., by
Clear Lake

J. E. MELICK, Gen. Mg'r,
333 South Douglas Ave.
SPRINGFIELD, ILL

Interstate Phone 422 Bell Phone 4129

BN

For photos, see CERA Bulletin 98.



JACKSONVILLE

JACKSONVILLE RAILWAY & LIGHT CO.

by F. J. MISEK

TAYLORVILLE, ILL.

TAYLORVILLE RY., LT., HEAT & POWER CO.
(C.I.P.S.Co.)

B. & O. R. R.

EAST ELM ST.

WILKINSON

PLEASANT

NORTH WALNUT

COURT HOUSE

WASHINGTON STREET

VANDEVEER ST.

W. SECOND ST.

SOUTH HOUSTON ST.

HEWITTVILLE

C. & I. M. R. R.

MAIN

WABASH RAILROAD

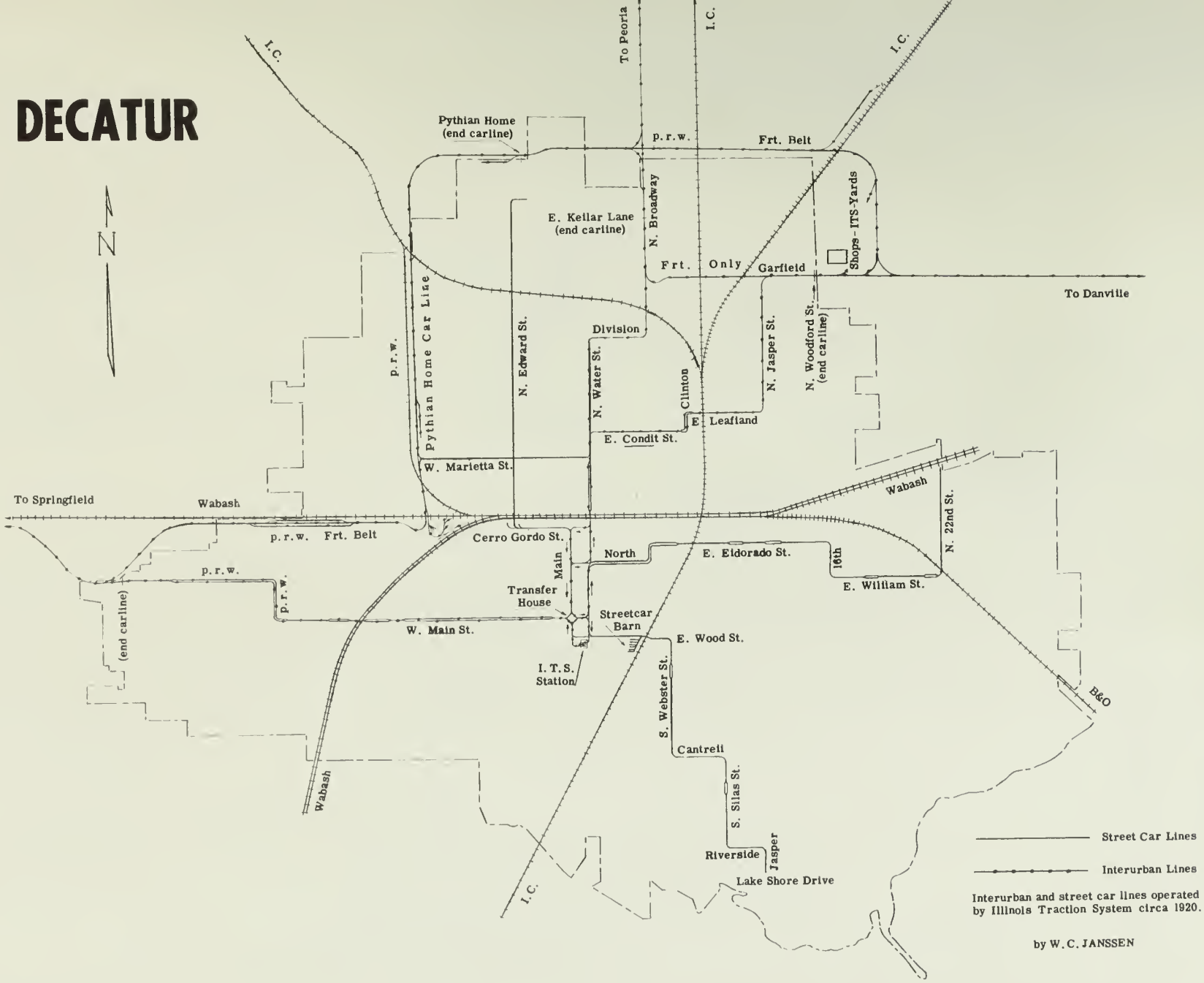
N

MECHANICSBURG-BUFFALO:

The Mechanicsburg & Buffalo Rail Road was a narrow gage horse-mule line making the improbable "run" between these two tiny Illinois towns. The route must have seemed very promising, because Illinois Traction System built one of its first branch lines on a paralleling route.

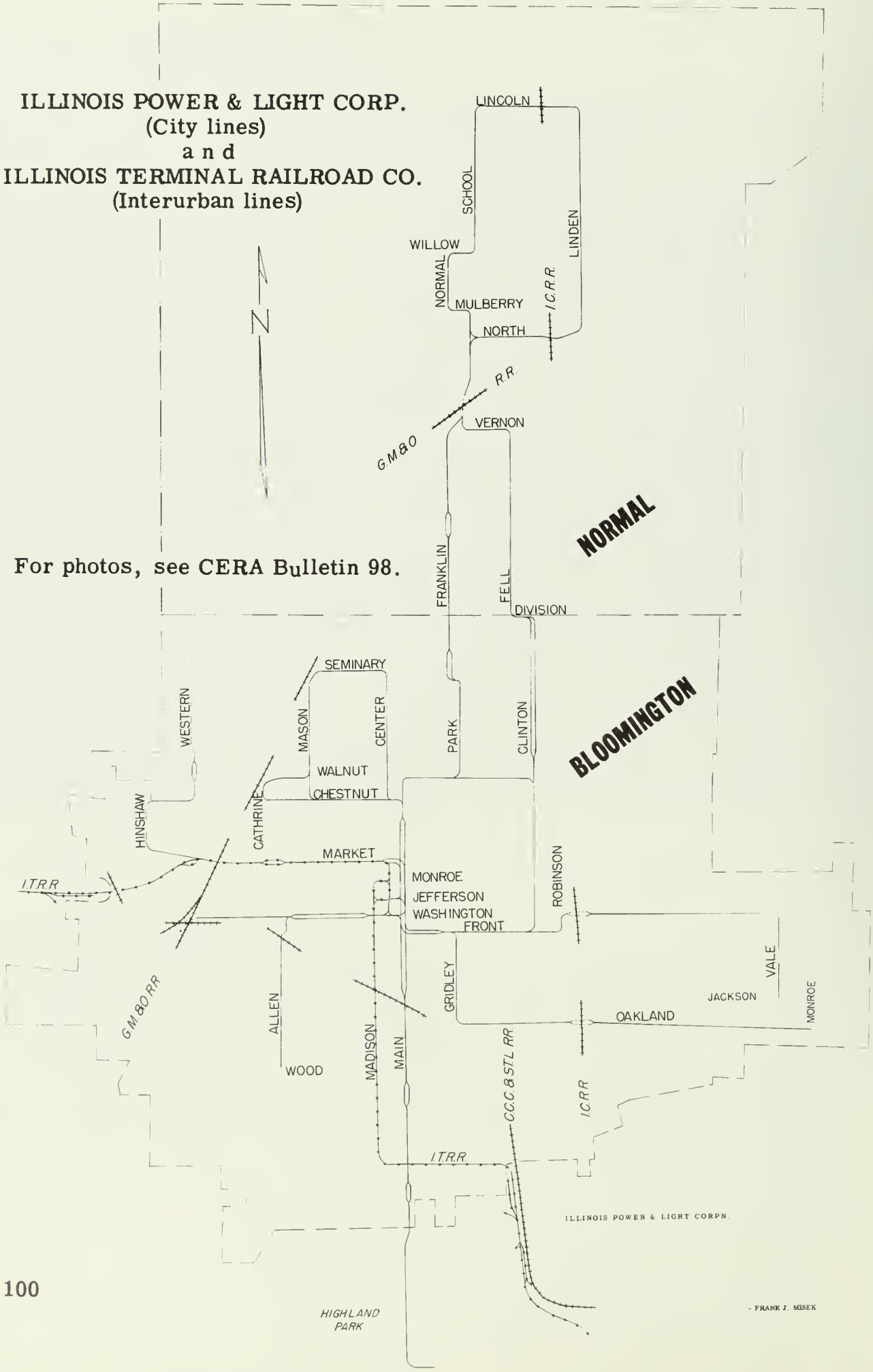
The competitive pace was more than the "two motor" M&B cars could stand of course, and it was only a few years before all traces of it had disappeared. While never an electric railway, its unusual nature certainly warrants this brief record.

DECATUR

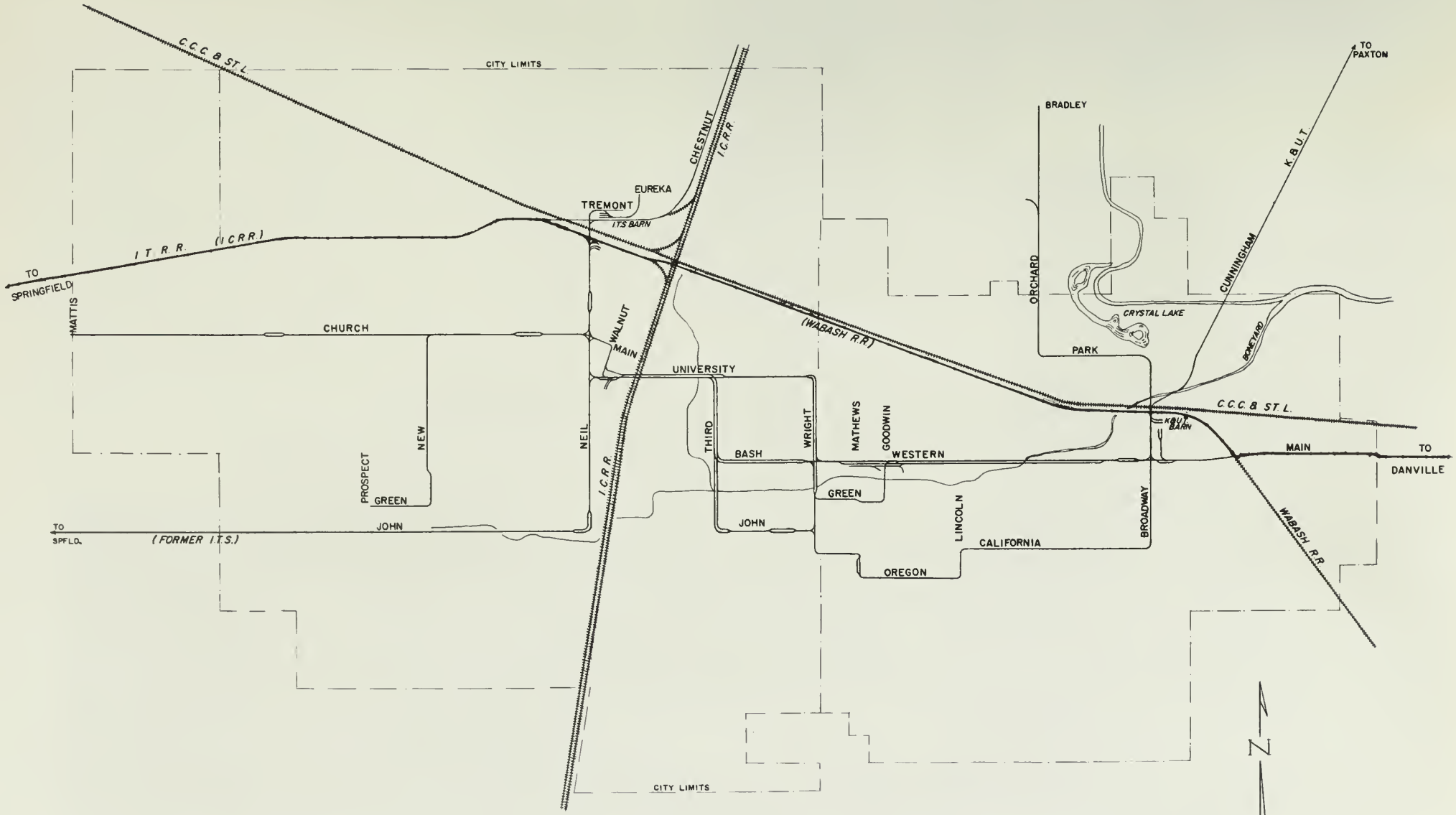


For photos, see CERA Bulletin 98.

ILLINOIS POWER & LIGHT CORP.
(City lines)
and
ILLINOIS TERMINAL RAILROAD CO.
(Interurban lines)



For photos, see CERA Bulletin 98.



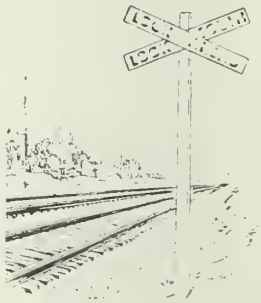
CHAMPAIGN - URBANA

URBANA & CHAMPAIGN RAILWAY, GAS & ELECTRIC CO.

- FRANK J. MISEK

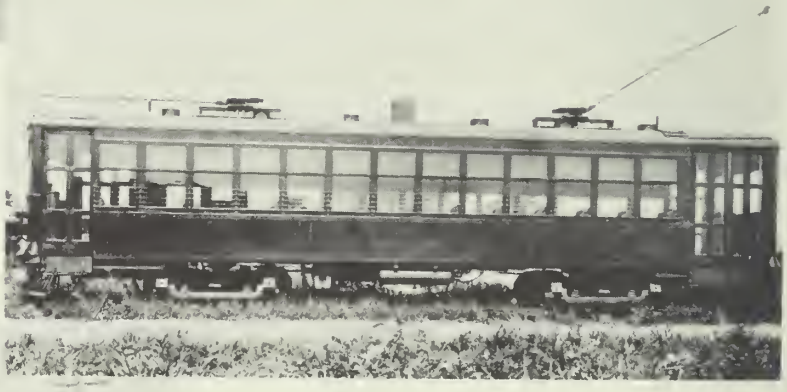
For photos, see CERA Bulletin 98.

CEK



GAD

St. Louis-built double-truck Birney type 242 ran out the last few months of K&UT's existence as a one-man car. Later it was sold to the Third Avenue Railway System in New York City.



SDM

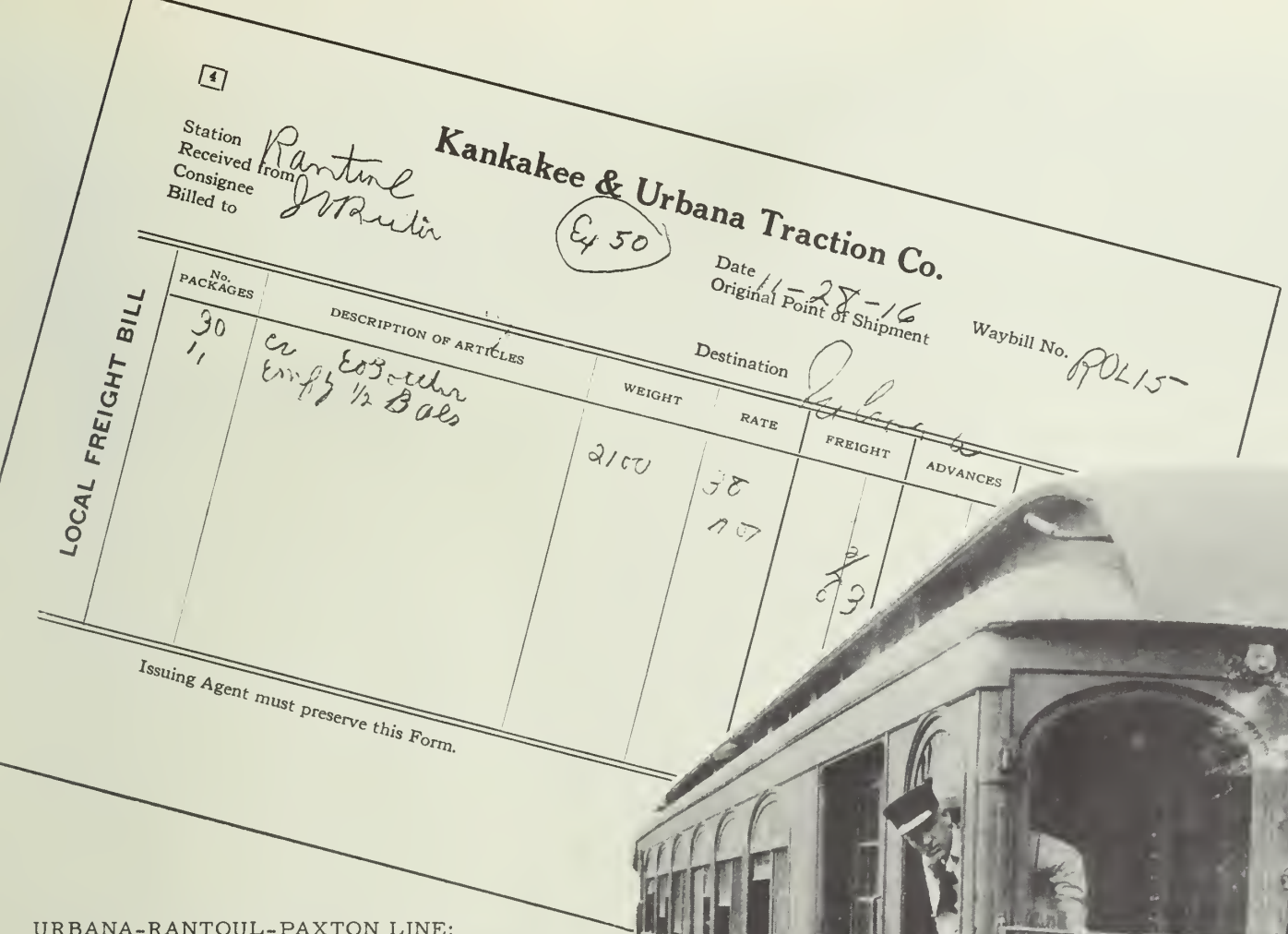
Brill interurban originally built for the Wilkes Barre & Hazleton Railway became K&UT 202 (?) shown above at Peoria & Eastern Ry., Urbana.

BN

K&UT EQUIPMENT: (Source: Official Railway Equipment Register, 1923 Issue.)

8 Box trailer cars	Nos. 250-258	(?)
4 "	6050-6054	(?)
2 Flat trailer cars	300, 301	
3 Gondola trailer cars	200-202	
1 Electric Box Motor	50 (50 ft. long)	
3 Elec. Motor Passenger	100-102	
1 Elec. Trail Passenger	150	

Railroad interchanges:
Rantoul, with Illinois Central R.R.
Urbana, with Wabash and Illinois Traction.



4

Station Rantoul
Received from
Consignee
Billed to J M Rutlin

Kankakee & Urbana Traction Co.

E4 50

Date 11-28-16
Original Point of Shipment
Waybill No. RDL15

Destination Urbana

LOCAL FREIGHT BILL

No. PACKAGES	DESCRIPTION OF ARTICLES	WEIGHT	RATE	FREIGHT	ADVANCES
30	Empty Bales	2100	38	3	
1	1/2 Bales		1 07	63	

Issuing Agent must preserve this Form.

URBANA-RANTOUL-PAXTON LINE:

Incorporated August 20, 1909, the Kankakee & Urbana Traction Company was known as the "University Route", for the chief claim to fame of Urbana, seat of the University of Illinois.

The project was sponsored by local interests, who undoubtedly hoped to enjoy the kind of success that was being accorded the neighboring Illinois Traction lines. However, they apparently lacked the strength to push construction rapidly, and while construction began in 1912 and track reached Rantoul in January 16, 1913, it was not until May 1, 1916 that the next 10 miles to Paxton were completed. In all the line extended 25 miles northward from Urbana.

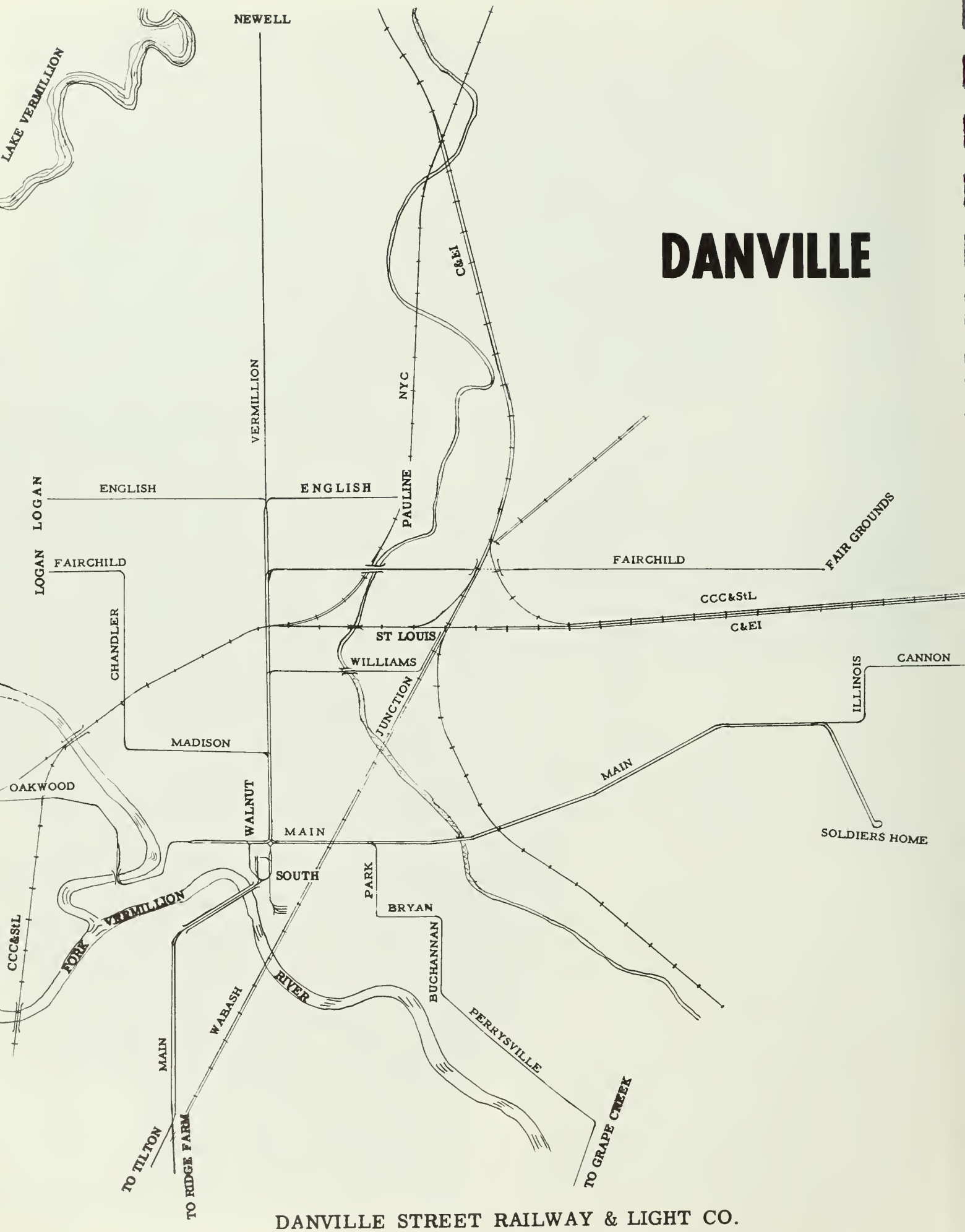
New car equipment was not for K&UT-- its first cars were surplus from Wilkes Barre & Hazleton Railway, then later it seems to have acquired some American Car Company craftsmanship from the ill-fated Alton-Jerseyville line.

During most of its life the road ran about 8 round trips daily. For a time in 1924 there were only 3 trips thru to Paxton, running express between Rantoul and Urbana.

In a final effort to lower costs, two lightweight cars were bought from St. Louis Car Company, but traffic fell away faster than costs. Freight service to two elevators along the line could not fill the gap and so in January 1926 the company went into receivership.

On March 26, 1926 the court ordered suspension of service and at 2:00 PM on the afternoon of that day service ended as the early afternoon car from Paxton rolled into the Urbana barn.

This is actually as close as the unknown photographer came to getting all of car 244 in the picture as it inched into the Urbana car barn. Compare this to the Alton-Jerseyville #100 shown on page 111.



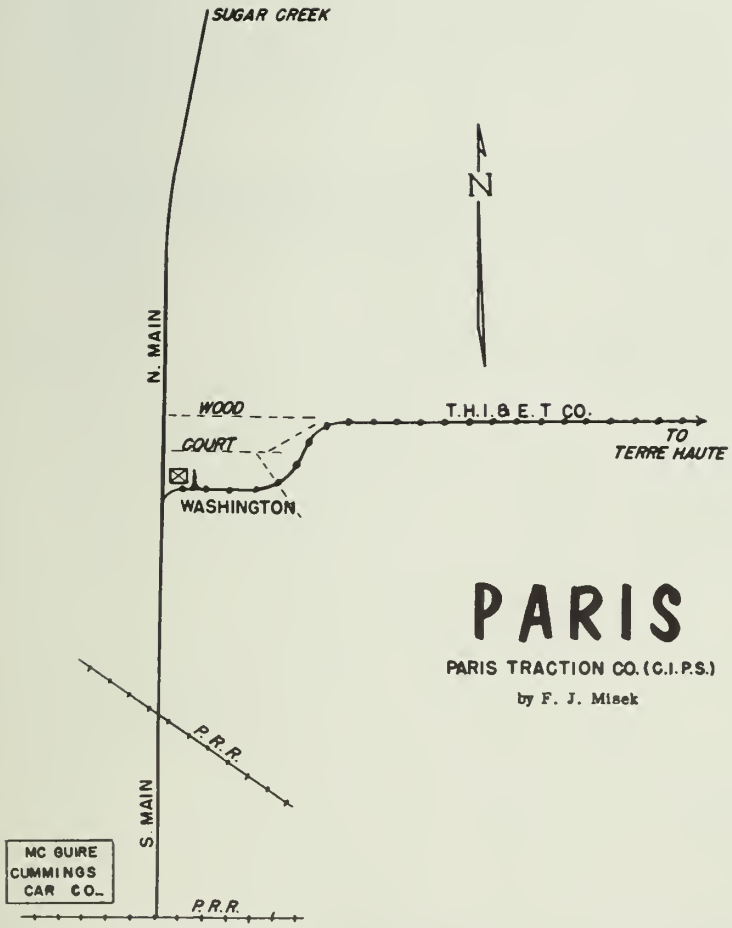
DANVILLE STREET RAILWAY & LIGHT CO.

For photos, see CERA Bulletin 98.

ROBERT V. MEHLENBECK

A SECTION OF MAIN STREET, SHOWING THE BUSINESS HOUSES
OPPOSITE THE COURT HOUSE, PARIS, ILLINOIS

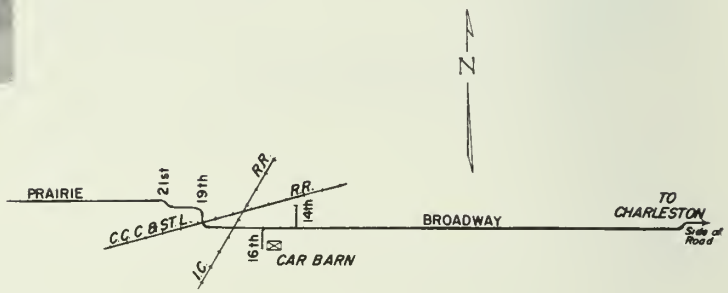
WCJ



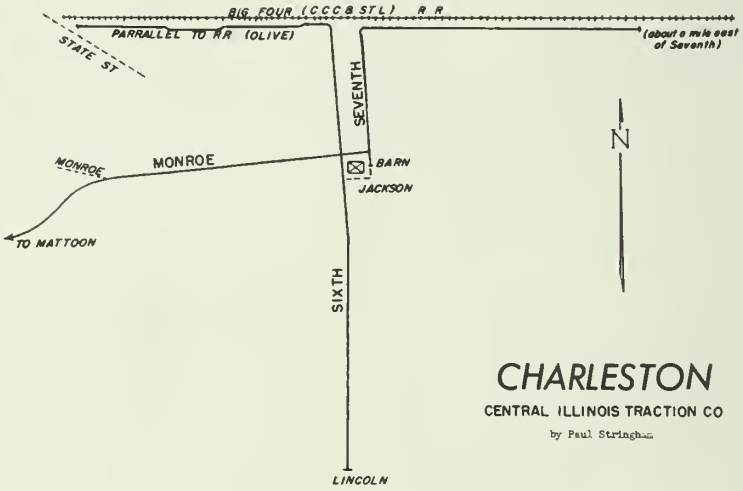
Southern Illinois Ry., Rosiclaire, Ill.

CVH

TOP, down: C.I.T. #12 on shop trucks at Cincinnati Car Co. plant.
Builder's photo of 207 at McGuire Cummings plant.
Cincinnati-type car brings out the crowd.



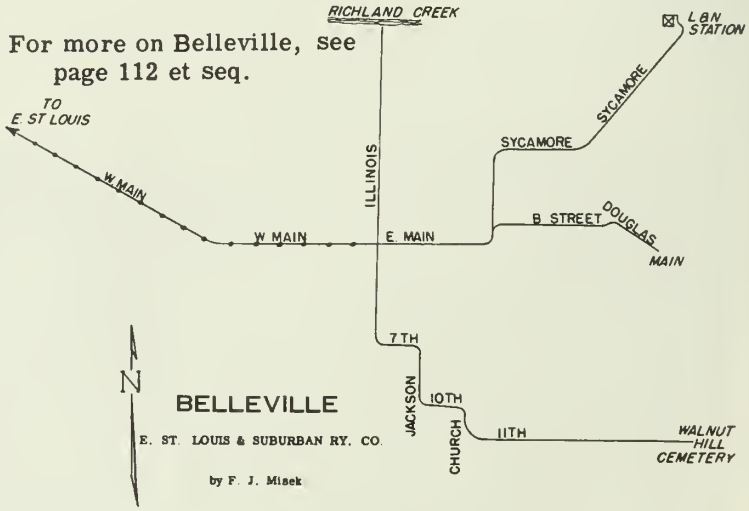
MATTOON, ILL.
CENTRAL ILLINOIS TRACTION
by F. J. Misek



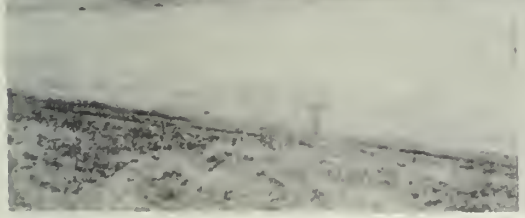
CHARLESTON
CENTRAL ILLINOIS TRACTION CO
by Paul Stringham

BELOW: City equipment thru the years was confined to single-truckers in both Mattoon and Charleston.

For more on Belleville, see page 112 et seq.



BELLEVILLE
E. ST. LOUIS & SUBURBAN RY. CO.
by F. J. Misek



MATTOON-CHARLESTON:

The Mattoon City Railway was incorporated in 1902 and in 1903 and 1904 it built street railway lines in both Mattoon and Charleston as well as an interurban road, the Central Illinois Traction Company, closing the 10-mile gap between the two towns with 600-volt DC electric railway.

On August 30, 1907 at 10:30 PM a two-car train plowed head-on into a single car after rounding a blind curve, killing 18 and injuring 50 people. The wreck, caused by a confusion in train orders, was one of the worst in interurban railway history and the resultant claims brought the company into receivership.

The property was controlled by the Central Illinois Public Service Company, which also held the local street railway at Paris, Illinois. Plans were made to extend the interurban to Paris, where it would link to the Indiana interurbans by way of the Terre Haute & Western Railway, but the dream was never accomplished.

About 1924 two lightweight one-man cars were bought from St. Louis Car Company and replaced McGuire-Cummings-built heavies which were equipped for 1200 volts then and sent to the Southern Illinois Railway & Power property.

Local city operation ended in Charleston during 1925 and the interurban and Mattoon city lines were cut off on March 1, 1927.

Lightweight one-man interurban 231 replaced heavies like 205 (which were then sent to Southern Illinois, see page 128 et seq.) and, after abandonment of the Mattoon interurban, they were sent to C&JE (see page 13).

Public Square, Alton, Ill.

A L T O N

This hilly river port town had a very unusual configuration of routes, which is apparent on the map (opposite page) when one realizes that the town's business center is on the river, at the lower left corner.

For a photo of the characteristic Birney car of Alton's final street car years, see CERA Bulletin 98, page 17.

MURPHYSBORO-CARBONDALE:

The Murphysboro and Southern Illinois Railway was incorporated September 21, 1909 to build the interurban road between Murphysboro and Carbondale. The Murphysboro Elec. Ry. Lt. Heat & Power Co., incorporated Nov. 12, 1907, purchased the Murphysboro Street Ry. Co. and completed the city road there, opening it for service on October 1, 1909.

This operation was abandoned January 26, 1927.

Incidentally, this map predates the electrification by Illinois Terminal of the river-front Alton & Eastern tracks. At that time, the city system was gone, with birneys running only on the 2nd Street (former interurban) route, to Wood River.

TERRE HAUTE TO PARIS

WEST BOUND

FIRST CLASS

STATIONS AND SIDINGS	DISTANCE FROM TERRE HAUTE	37 Daily P. M.	35 Saturday Only P. M.	33 Daily P. M.	31 Saturday Only P. M.	29 Daily P. M.	27 Daily P. M.	25 Daily P. M.	23 Daily P. M.	21 Daily P. M.	19 Daily P. M.	17 Daily P. M.	15 Daily NODN	13 Daily A. M.	11 Daily A. M.	9 Daily A. M.	7 Daily A. M.	5 Daily A. M.	3 Daily A. M.	1 Daily Ex. Sunday A. M.	DISTANCE FROM TERRE HAUTE	STATIONS AND SIDINGS
TERRE HAUTE.		11 00	10 00	9 00	8.00	7 00	6.00	5 00	4 00	3 00	2.00	1 00	12.00	11.00	10.00	9.00	8.00	7.00	6.00	5.00		TERRE HAUTE.
1.62 GRADE	1 62	11 12	10.12	9.12	8.12	7.12	6 12	5.12	4 12	3.12	2.12	1 12	12 12	11.12	10.12	9 12	8.12	7.12	6.12	5.12	1 62	1.62 GRADE
.66. W. TERRE HAUTE	2.28	11.14	10.14	9.14	8 14	7.14	6 14	5.14	4.14	3 14	2 14	1 14	12.14	11.14	10.14	9.14	8 14	7 14	6 14	5.14	2.28	.66. W. TERRE HAUTE
.53. TILE WORKS	2 81	11.16	10.16	9.16	8.15	7.16	6.16	5.16	4.16	3 16	2.16	1.16	12.16	11 16	10.16	9.16	8.16	7.16	6 16	5.16	2.81	.53. TILE WORKS
2.89. ST. MARY	5 70	11.25	10 25	9 25	8.25	7 25	6 25	5 25	4 25	3.25	2 25	1.25	12 25	11.25	10 25	9.25	8 25	7 25	6 25	5.25	5.70	2.89. ST. MARY
.81. MICKELBERRYS	6 51	36 **11.30**	34 **10.30**	32 **9.30**	30 **8.30**	28 **7.30**	26 **6.30**	24 **5.30**	22 **4.30**	20 **3.30**	18 **2.30**	16 **1.30**	14 **12.30**	12 **11.30**	10 **10.30**	8 **9.30**	6 **8.30**	4 **7.30**	2 **6.30**	5 30	6.51	.81. MICKELBERRYS
3.50. MARS	10.01	11 34	10.34	9 34	8.34	7.34	6.34	5 34	4.34	3 34	2.34	1.34	12.34	11.34	10 34	9.34	8 34	7.34	6 34	5 34	10.01	3.50. MARS
.11 SANDFORD.	10 12	11 35	10.35	9.35	8 35	7.35	6.35	5.35	4 35	3 35	2 35	1 35	12.35	11.35	10.35	9.35	8.35	7.35	6.35	5.35	10.12	.11 SANDFORD.
3.72. TROGDEN	13.84	11 41	10 41	9 41	8.41	7.41	6 41	5 41	4 41	3.41	2.41	1.41	12 41	11 41	10.41	9.41	8 41	7 41	6 41	5.41	13.84	3.72. TROGDEN
.37. VERMILLION.	14 21	11 43	10.43	9 43	8.43	7.43	6 43	5 43	4 43	3 43	2 43	1.43	12 43	11.43	10 43	9 43	8 43	7 43	6 43	5 43	14 21	.37. VERMILLION.
.93. KENTUCK	15.14	11 46	10.46	9 46	8 46	7.46	6.46	5.46	4.46	3 46	2 46	1 46	12.46	11 46	10.46	9.46	8 46	7.46	6 46	5 46	15.14	.93. KENTUCK
5.61. PARIS	20 75	11.55	10.55	9	8 55	7.55	6.55	5.55	4.55	3.55	2 55	1.55	12.55	11.55	10.55	9.55	8.55	7.55	6.55	5.55	20.75	5.61. PARIS
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
								27	25	23	21	19	17	15	13	11	9	7	5	3	1	
								Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	

TERRE HAUTE - PARIS:

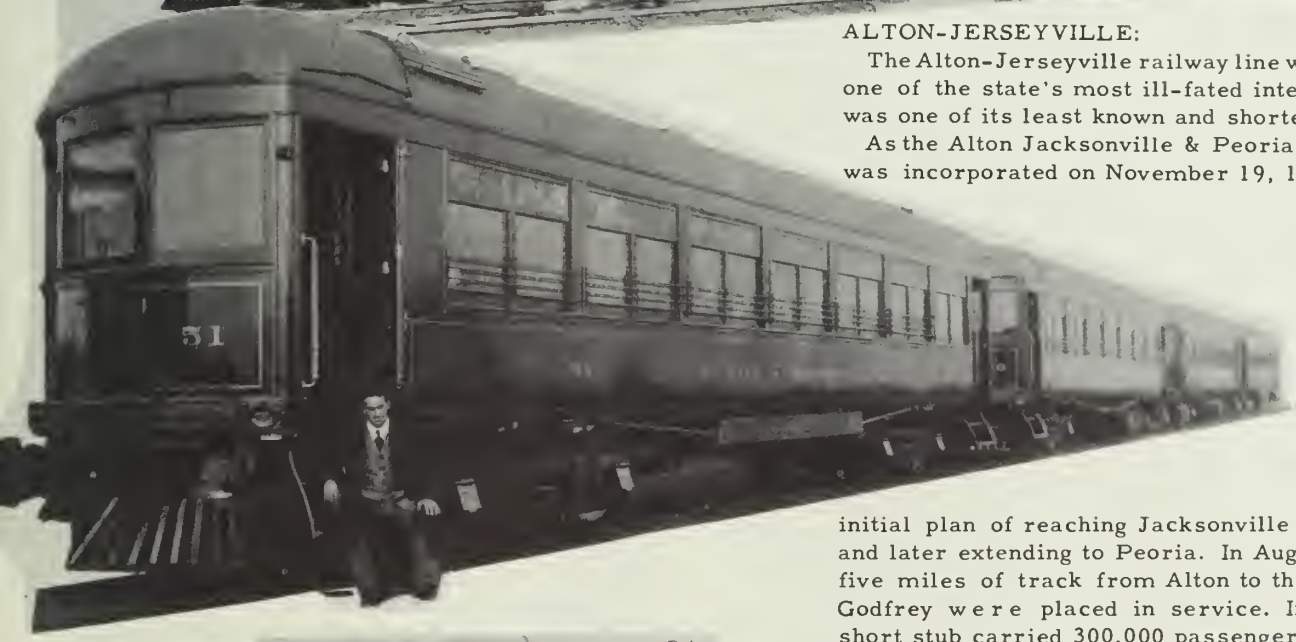
The Terre Haute & Western Railway was incorporated as an extension to the lines of the Terre Haute Traction & Light Company for the purpose of building the interurban railway within Illinois from Sanford to Paris, connecting at the State Line with THT&L tracks into Terre Haute.

This was the only one of the several schemes for creating an interstate link to connect up the great interurban systems of Indiana with the Illinois Traction lines which was actually completed into Illinois. It too failed in its purpose when Illinois Traction was unsuccessful in building the very few miles of track southward from Ridge Farm to Paris that would close the gap.

The Terre Haute-Paris line was operated from March 1907 to February 25, 1932. Thruout this time it was an integral part of the system of the Terre Haute Indianapolis & Eastern Traction Company.

For service on this line 8 Jewett cars were bought, originally given odd numbers in the high 120s and 130s. Later they were given even numbers 110-124. They were 53'-8" long, 8'-11" wide, had 4-GE73c motors and type M controls.

PARIS — Mickleberry's — Vermillion



ALTON-JERSEYVILLE:

The Alton-Jerseyville railway line was not only one of the state's most ill-fated interurbans; it was one of its least known and shortest-lived.

As the Alton Jacksonville & Peoria Railway, it was incorporated on November 19, 1904 with an initial plan of reaching Jacksonville from Alton and later extending to Peoria. In August of 1907 five miles of track from Alton to the suburb of Godfrey were placed in service. In 1909 this short stub carried 300,000 passengers with four cars and was able to show bare-break-even returns ranging from a net profit of $189 in 1908 to a loss of $486 in 1910, with an average fare of 5¢ per passenger.

In 1911 the company began construction of line northward from Godfrey, but the hilly first 10 miles thru thinly populated country ran the company out of funds. In September 1911 F. L. Butler was appointed Receiver and he succeeded in pushing track thru to the south edge of Jerseyville. Additional cars were obtained; 22 miles of road was now operating.

In 1914 the property was sold for $500,000 to J. C. Van Rider, President of the Title Guarantee Trust Company of St. Louis, representing the bondholders, and was reorganized as the Alton & Jacksonville Railway Co. From 1913 to 1916 there was a small operating profit, averaging about $4000 per year, but in 1917 this turned to red. While the company operated freight service, the volume brought in only 8% of its meager revenues.

In the fall of 1917 the line applied to abandon, citing its losses and the deteriorated condition of its physical plant. The Commission acceded, noting the paralleling steam road service offered by the Chicago Peoria & St. Louis Ry., and the very limited potential growth in the area.

Service was suspended February 1, 1918 and the road was dismantled shortly thereafter.

EAST ST. LOUIS & SUBURBAN RAILWAY:
Condensed from Electric Railway Journal, Sept. 7, 1912. Keep its 43-year age in mind as you read.

The East St. Louis & Suburban Company has 185 miles of track in East St. Louis and on its suburban and interurban lines extending to the southeast, east, northeast and north. A subsidiary company has a lighting load of about 50,000 16 cp. equivalents with 3000 meters and a motor load of about 3000 connected horsepower. The territory served by the railway is very densely populated. East St. Louis, the third city in Illinois, has a population of 58,000 and is joined on the north by the suburbs of Venice, Madison and Granite City, which are manufacturing districts directly across the river from St. Louis. The city car routes serving these four cities converge at East St. Louis, and many of the cars are operated over the Eads Bridge to a terminal on the St. Louis side of the Mississippi River. The interurban lines traverse a rich, well-populated agricultural district underlaid with coal, and terminate at thriving cities of from 10,000 to 25,000 population located approximately 25 miles from East St. Louis.

The East St. Louis & Suburban Company is a holding company for the various lines which are operated by a single organization:

(1) East St. Louis & Suburban Railway Company, which owns single-track interurban lines connecting East St. Louis with Edwardsville via: Collinsville and with Lebanon via Edgemont and O'Fallon and a double-track line from East St. Louis to Belleville via Edgemont.

(2) St. Louis & Belleville Electric Railway, a coal-carrying road operated by electric locomotives, and giving no passenger service.

(3) East St. Louis Railway Company, which owns the city lines in East St. Louis.

(4) St. Louis & East St. Louis Electric Railway, which operates the lines over the Eads Bridge, 1-1/4 miles. This company leases trackage for street car operation from the St. Louis Terminal Railway Association.

(5) Alton, Granite & St. Louis Traction Company, which owns the interurban line from East St. Louis to Alton with a branch from Granite City to Horseshoe Lake, the local lines in Brooklyn, Venice, Madison, Granite City and Alton and a 9-mile branch from Mitchell on the Alton interurban to Edwardsville.

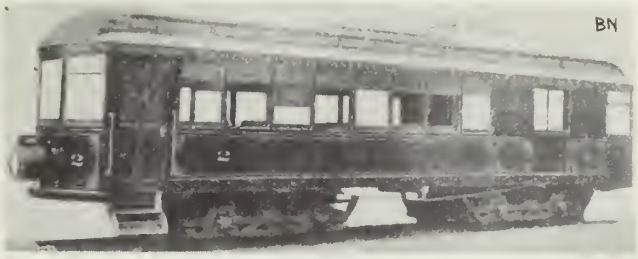
(6) East St. Louis Light & Power Company, which does a general commercial, street and residence lighting and power business in the district and purchases energy from the East St. Louis & Suburban Railway.

(7) Alton Gas & Electric Company, which supplies electrical energy for commercial, residence and street lighting, and also furnishes hot water heat and illuminating gas in the city of Alton.

TRACK & ROADWAY:

Altho this property includes lines built by several different construction organizations, the present management has seen fit in its maintenance work to adopt uniform standards for all lines.

More than half the track is built in the American Bottoms, which are broad prairies but a few feet above the level of the Mississippi River and protected from flooding by levees. The soil in these bottom lands is a rich alluvial deposit, valuable for truck raising but very unsatisfactory as a foundation for railway tracks. The electric railway has followed steam road practice in this country and placed its tracks on high embankments, even in flat country. In this way, by reason of the good drainage and generous use of ballast, it has obtained a roadbed with fine riding qualities.



About 10 miles of the track, between O'Fallon and Lebanon, originally was part of the Baltimore & Ohio Southwestern Railroad. This company built a new line of lower grade and sold its right-of-way and track to the Suburban railway. The track is ballasted thruout with chatts, the tailings from zinc mines. It is easy to work and if more than 8 inches deep no weeds will grow thru it.

The Edgemont-Edwardsville line and the cut-off between East St. Louis and Collinsville are built largely on private rights-of-way with 75-lb. rail and are ballasted with chatts. The lines from Alton and Edwardsville to Mitchell and from there thru Granite City and Madison to East St. Louis are on rock ballast. These tracks are now being lifted and resurfaced with cinders placed on top of the rock ballast.

Nearly all the track in the paved streets of East St. Louis is laid with 80-lb. 7-in. or 90-lb. 9-in. girder rail on a ballast substructure conforming to the latest design. Replacements are made with 125-lb. 9-in. rail.

On the Alton line are five steel viaducts over steam roads, ranging in original cost from $20,000-$80,000. A drainage canal built by the Sanitary District crossed the Alton line a little north of Mitchell. Here a five-span deck-girder bridge, having 55-ft. long spans with girders 6-ft. deep was built.

SUBSTATIONS:

Seven modern substations feed this company's 110 miles of interurban lines. The trolley wires of the East St. Louis city lines are fed directly from the main generating system at Winstanley, a suburb of East St. Louis. Energy is supplied to the other substation transformers by three-phase 25-cycle, 13,200-volt transmission lines, carried on the trolley poles.

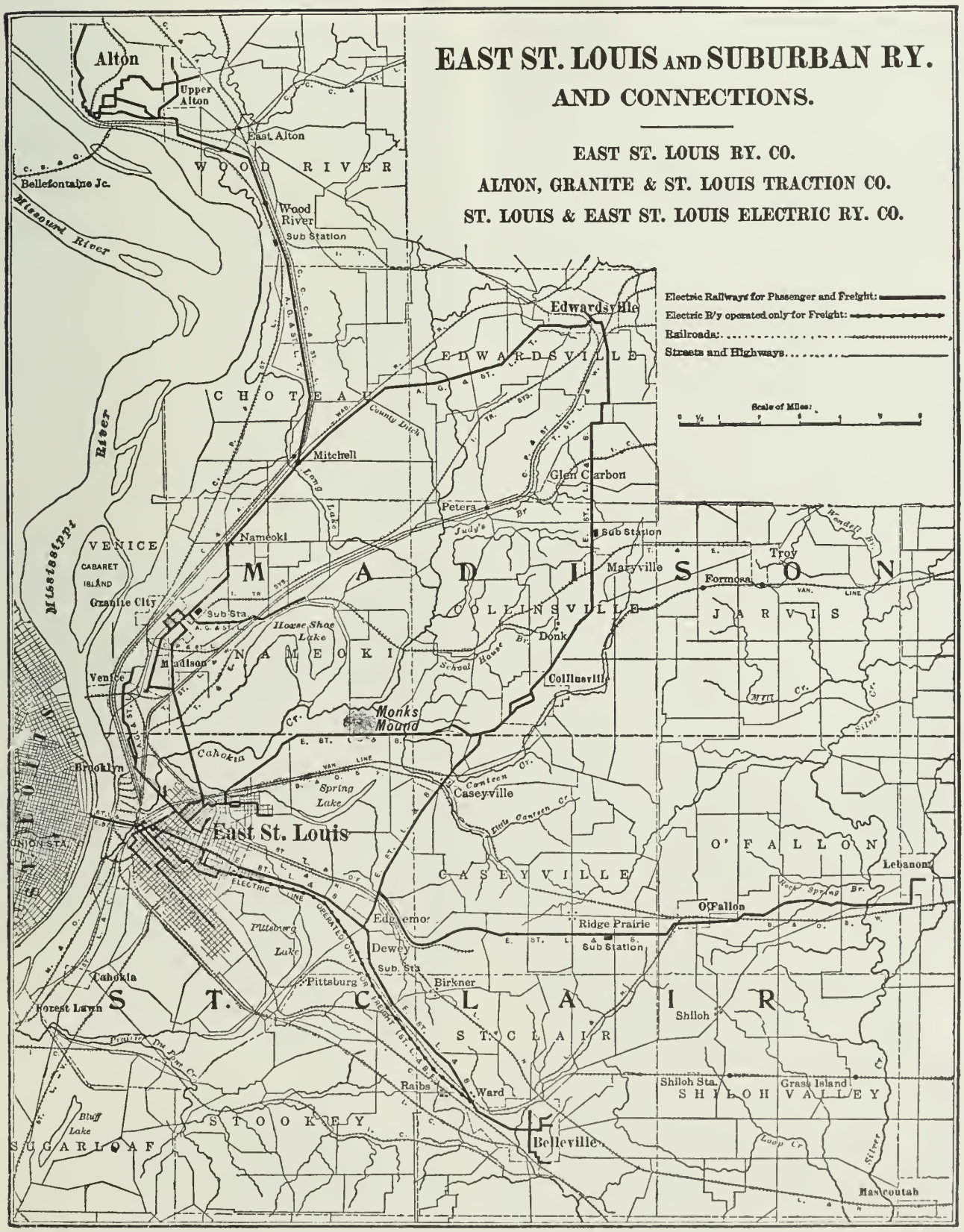
The substations have been designed with a view to simplicity. Each consists of a brick building with a truss-supported roof and with concrete floors and foundations. The window openings in the substations are glazed with wire glass, and the interior walls are painted white to improve the illumination.

The seven substations include rotary convertors with a total capacity of 4300 kw. At the O'Fallon substation, which has two 200-kw General Electric rotaries, a Crocker-Wheeler booster is used to supply energy to a 3-mile feeder extending toward Lebanon which is 10 miles distant, and 200-volts additional pressure is applied to this feeder. A small generating station in connection with the hot-water heating plant at Alton includes a 500-kw rotary for operating the north end of the Alton and Granite City interurban line and the local city lines.

The interurban lines between Edwardsville, Collinsville, Edgemont and Belleville are located either on the bluffs parallel with the Mississippi River or on the rolling uplands. The construction of the roadway of these lines is similar to that for most of the lines in the Central States. The most southerly line, that operated for freight traffic only between East St. Louis and Belleville, is 14 miles long. It has single track on a private right-of-way. This line is built with low grades and long radius curves so that trains of forty cars may be operated. The western terminal of this coal road is a 14-track yard in East St. Louis; the eastern terminal is at a coal mine just west of Belleville. This track is largely ballasted with cinders.

The Belleville passenger line has two tracks for its full length, laid at the sides of a wide highway which closely parallels the Belleville coal road. This line has been resurfaced with cinders and rock ballast. It is laid with 60-lb. T-rails. The Edgemont-Lebanon line has 18 miles of single track and is laid partly with 85-lb. rail and partly with 60-lb. rail.

Note the "Milwaukee" style of car 663 shown in photo second above.


EAST ST. LOUIS AND SUBURBAN RY.
AND CONNECTIONS.
EAST ST. LOUIS RY. CO.
ALTON, GRANITE & ST. LOUIS TRACTION CO.
ST. LOUIS & EAST ST. LOUIS ELECTRIC RY. CO.
Electric Railways for Passenger and Freight:
Electric R/y operated only for Freight:
Railroads:
Streets and Highways
Scale of Miles:
Alton
Upper Alton
East Alton
WOOD RIVER
Bellefontaine Jc.
Missouri River
Wood River
Sub Station
Edwardsville
EDWARDSVILLE
CHOTEAU
Mitchell
Glen Carbon
Peters
Sub Station
Nameokl
VENICE
CABARET ISLAND
Granite City
Sub Sta.
MADISON
Madison
Venice
Mississippi River
Horse Shoe Lake
NAMEOKI
Maryville
Formosa
Troy
COLLINSVILLE
Donk
Collinsville
JARVIS
Monks Mound
Cahokia
Brooklyn
Spring Lake
Caseyville
East St. Louis
UNION STA.
CASEYVILLE
O'FALLON
Lebanon
O'Fallon
Ridge Prairie
Sub Station
Edgemont
Dewey
Sub. Sta.
Pittsburg Lake
Pittsburg
Birkner
Cahokia
Forest Lawn
ST. CLAIR
ST. CLAIR
Shiloh
Raibs
Ward
Shiloh Sta.
Grass Island
SHILOH VALLEY
STOOKEY
Bluff Lake
SUGARLOAF
Belleville
Mascoutah

OVERHEAD CONSTRUCTION:

Number 000 round trolley wire is used on most of the interurban lines except the Alton line, which is number 000 grooved. Number 00 is used on the city lines. The two lines to Belleville and the Alton interurban are span construction. The mast arms for the other interurban lines are of the flexible type and are mounted on the poles used for the transmission line. A large amount of aluminum feeder is used. The 0000 trolley wire used on the Belleville freight road is supported by span construction, and since this line, which at times requires very large amounts of current for its locomotives, is parallel with the double-track passenger line the copper on the two lines is tied together thru automatic circuit breakers.

Interurban "dachshund" trailer #82 (above, right) shows decided family resemblance to suburban motor car 38 (above). It should: it was made from two of that type spliced together.

At switches on the high-speed division the trolley wire over the siding tracks has been connected to the trolley wire by the Rymco trolley switch, which is automatically operated by the track switch and removes the need for transferring the trolley pole from one parallel wire to the other.

Telephone booths are installed at each siding, and these booths are provided with single-throw double-pole switches which automatically disconnect the telephone sets from the line wires when the booth doors are closed.

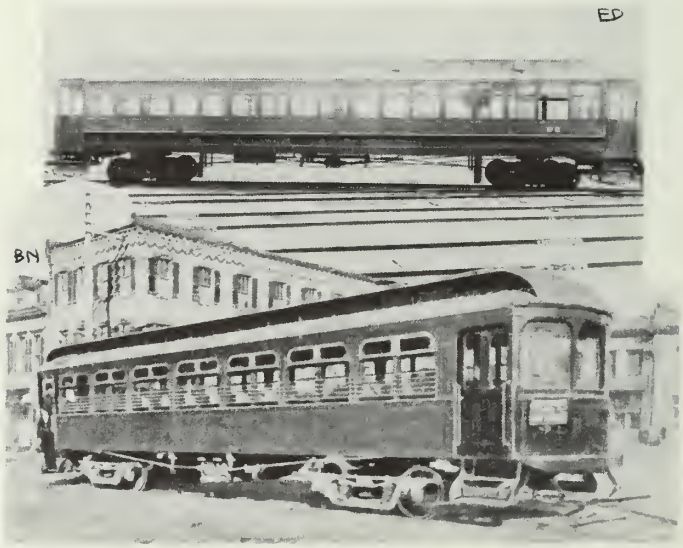
POWER STATION:

Previous to the consolidation of the several suburban lines with the East St. Louis city lines, energy for operating the cars was supplied by small and separate plants. At the time of the consolidation the central power station was built at Winstanley, close to the junction of the coal line and the St. Louis Terminal Railway.

ROLLING STOCK:

There are 21 interurban cars, each about 55-ft. long, and arranged for train operation, 26 suburban cars, each 46-ft. long, 103 city cars, 32-ft. to 42-ft. long, 14 of which are pay-as-you-enter type; 36 service cars, 4 large motor express cars, two 50-ton electric locomotives, two steam locomotives and about 900-80,000-lb. coal cars.

On all the later types of cars for suburban use type M control and National emergency straight-air brake equipment have been installed. All city cars with platform control have their controllers equipped with automotoneers, and it is stated that this feature has greatly reduced the cost of maintenance, since it requires the motorman to stop the controller handle exactly on the notches.



PASSENGER SERVICE:

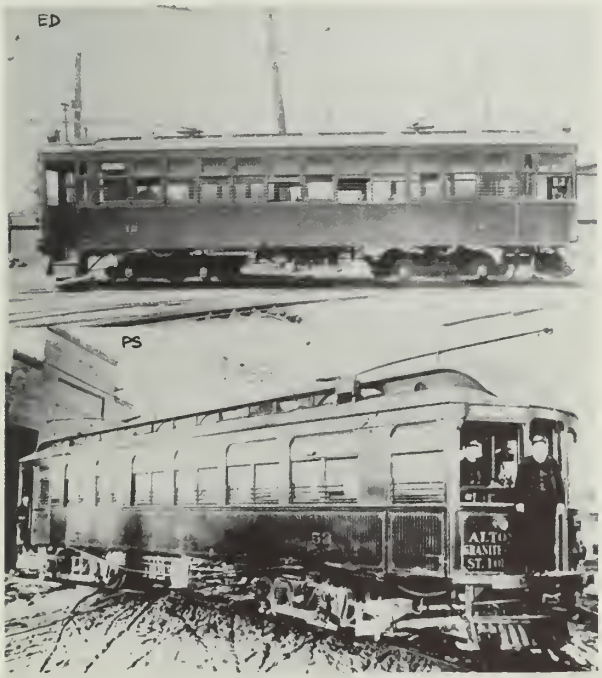
The number of regular and tripper cars in daily service in 1911 averaged 111.

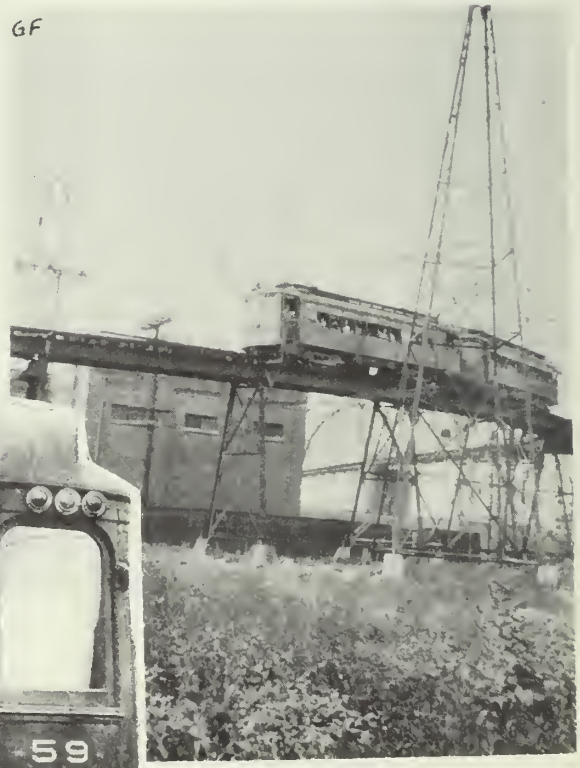
The East St. Louis city cars are operated on an average $7\frac{1}{2}$ minute interval. The traffic on the 15-mile double-track line from East St. Louis to Belleville is very heavy, requiring at times 20 cars. The one-way fare from Belleville to St. Louis is 20¢, or 15¢ to East St. Louis. Cars are on a 15-minute headway during the lighter hours of the day, with nearly twice that service during rush hours, at which time two-car multiple-unit trains are frequently operated. On Sunday cars operate on 5-minute headways. All trains make the 15 miles in 55 minutes. Two-car trains have a motorman and two conductors.

Passenger service on the 22-mile Lebanon line operates in and out of East St. Louis on hourly headway with night and morning tripper service.

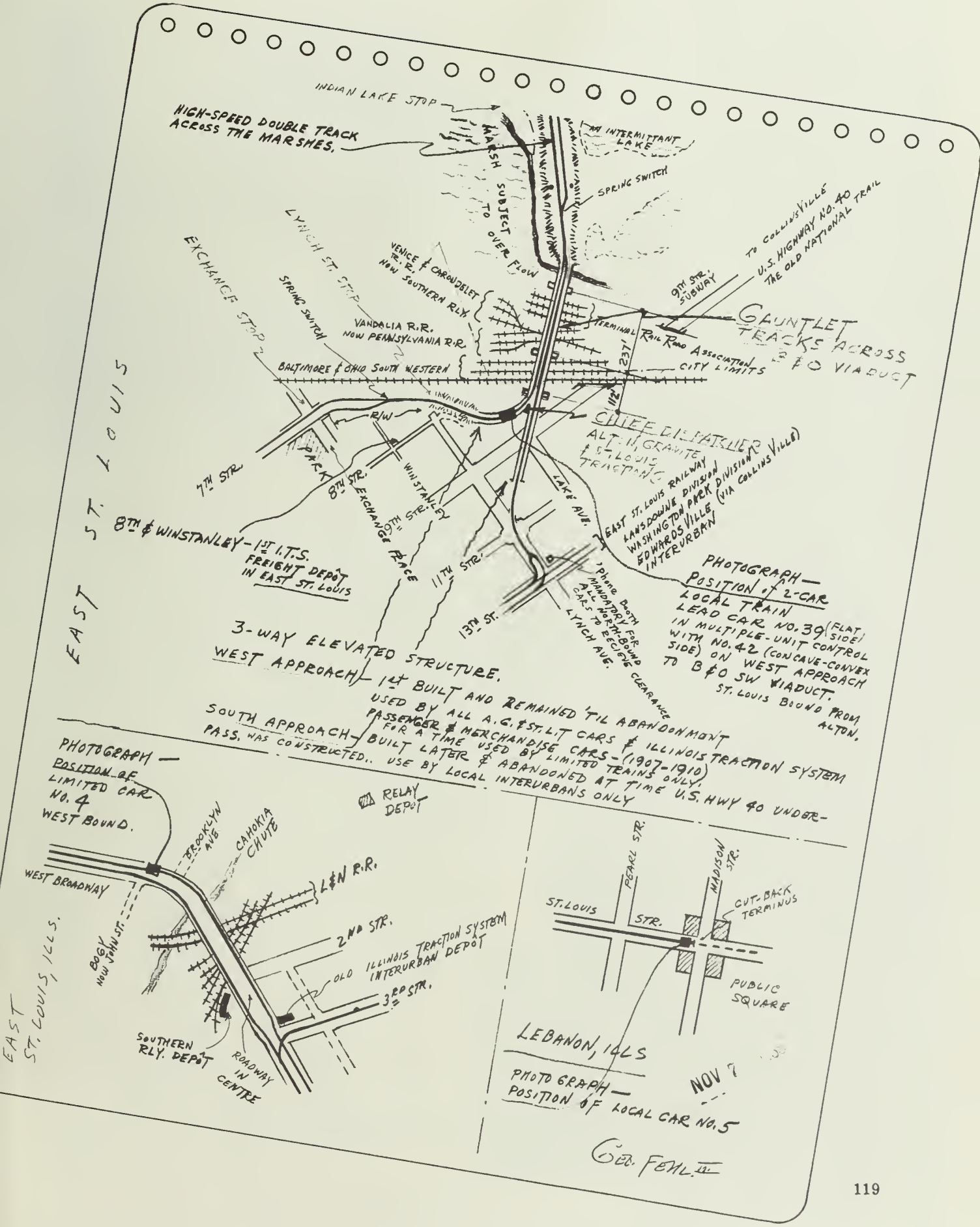
Edwardsville is reached by either of two lines owned by this company and cars are operated around the loop formed by these two lines, approximately 42 miles. Hourly service is given in each direction on the Edwardsville loop and also on the 27-mile line to Alton. A section of the latter line south of Granite City is double-tracked.

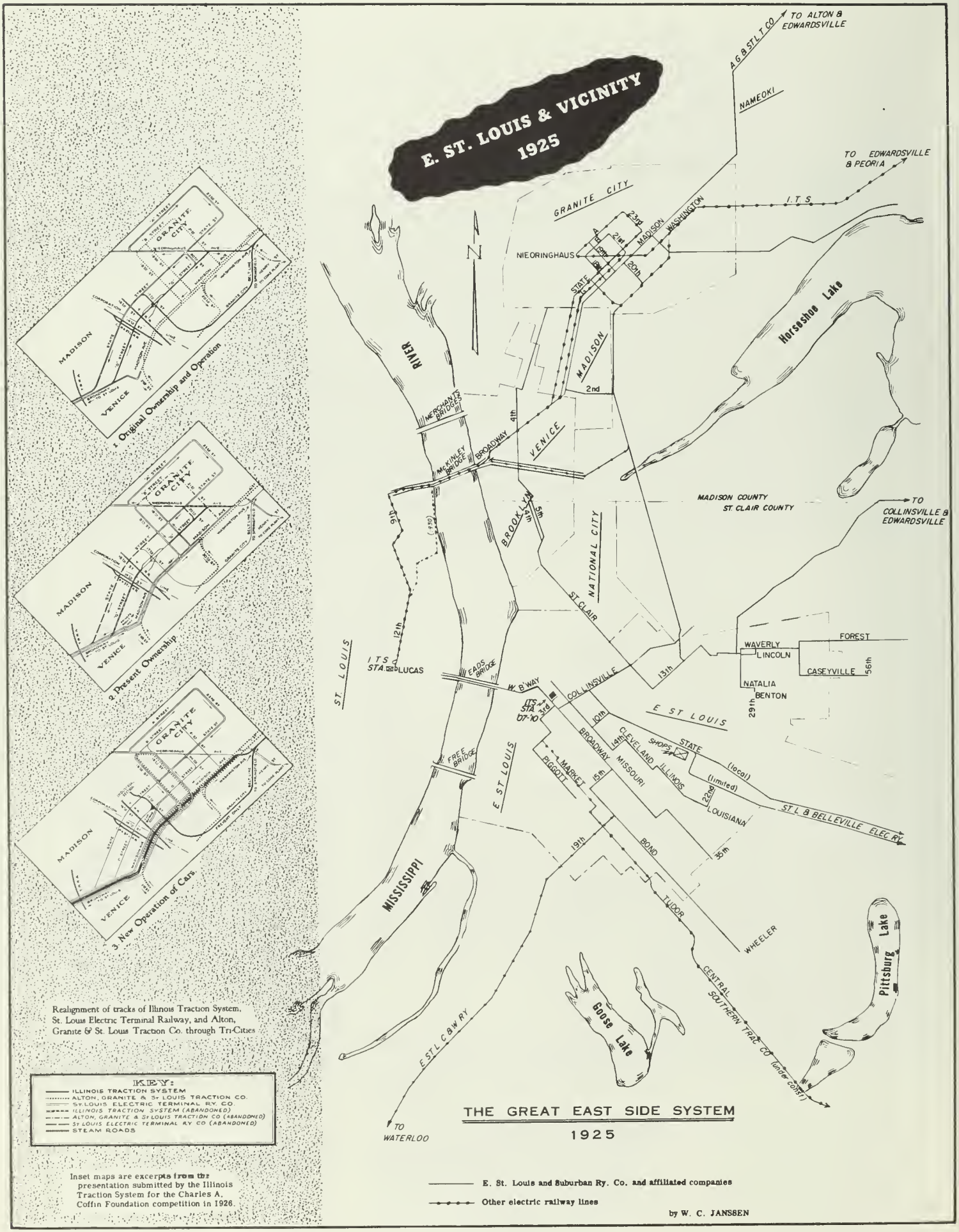
Rates for special-car service are computed on the basis of 75¢ per car mile. Schedules for special cars, insofar as possible, represent the time of regular cars.





For key to locations where photos at top left and lower left and right corners, see map opposite:


INDIAN LAKE STOP
HIGH-SPEED DOUBLE TRACK ACROSS THE MARSHES.
MARSH SUBJECT TO OVER FLOW
AN INTERMITTANT LAKE
SPRING SWITCH
LYNCH ST. STOP
EXCHANGE STOP
VENICE & CARONDELET R.R. NOW SOUTHERN RLY.
SPRING SWITCH
VANDALIA R.R. NOW PENNSYLVANIA R.R.
BALTIMORE & OHIO SOUTH WESTERN
TO COLLINSVILLE U.S. HIGHWAY NO. 40 THE OLD NATIONAL TRAIL
9TH STR. SUBWAY
GAUNTLET TRACKS ACROSS B&O VIADUCT
TERMINAL RAILROAD ASSOCIATION
CITY LIMITS
237'
112'
CHIEF DISPATCHER ALTON, GRANITE & ST. LOUIS TRACTION
R/W
7TH STR.
8TH STR.
EXCHANGE PLACE
9TH STR.
WINSTANLEY
LAKE AVE.
EAST ST. LOUIS RAILWAY LANSDOWNE DIVISION WASHINGTON PARK DIVISION EDWARDSVILLE INTERURBAN (VIA COLLINSVILLE)
EAST ST. LOUIS
8TH & WINSTANLEY - 1ST I.T.S. FREIGHT DEPOT IN EAST ST. LOUIS
11TH STR.
13TH ST.
'Phone Booth MANDATORY FOR ALL NORTH-BOUND CARS TO RECEIVE CLEARANCE
LYNCH AVE.
PHOTOGRAPH — POSITION OF 2-CAR LOCAL TRAIN
LEAD CAR NO. 39 (FLAT SIDE) IN MULTIPLE-UNIT CONTROL WITH NO. 42 (CONCAVE-CONVEX SIDE) ON WEST APPROACH TO B&O SW VIADUCT.
ST. LOUIS BOUND FROM ALTON.
3-WAY ELEVATED STRUCTURE.
WEST APPROACH — 1ST BUILT AND REMAINED 'TIL ABANDONMENT USED BY ALL A.G.&ST.L.T CARS & ILLINOIS TRACTION SYSTEM PASSENGER & MERCHANDISE CARS - (1907-1910) FOR A TIME USED BY LIMITED TRAINS ONLY.
SOUTH APPROACH — BUILT LATER & ABANDONED AT TIME U.S. HWY 40 UNDER-PASS. WAS CONSTRUCTED.. USE BY LOCAL INTERURBANS ONLY
PHOTOGRAPH — POSITION OF LIMITED CAR NO. 4 WEST BOUND.
RELAY DEPOT
BROOKLYN AVE.
CAHOKIA CHUTE
L&N R.R.
WEST BROADWAY
BOGY NOW JOHN ST.
2ND STR.
OLD ILLINOIS TRACTION SYSTEM INTERURBAN DEPOT
3RD STR.
EAST ST. LOUIS, ILLS.
SOUTHERN RLY. DEPOT
ROADWAY IN CENTRE
PEARL STR.
MADISON STR.
ST. LOUIS STR.
CUT-BACK TERMINUS
PUBLIC SQUARE
LEBANON, ILLS
PHOTOGRAPH — POSITION OF LOCAL CAR NO. 5
NOV 7
GEO. FEHL III


E. ST. LOUIS & VICINITY
1925
A G & ST L T CO
TO ALTON & EDWARDSVILLE
NAMEOKI
TO EDWARDSVILLE & PEORIA
I T S
GRANITE CITY
NIEORINGHAUS
MADISON
WASHINGTON
STATE
Horseshoe Lake
RIVER
MADISON
2nd
MERCHANTS BRIDGE
McKINLEY BRIDGE
BROADWAY
4th
VENICE
BROOKLYN
5th
NATIONAL CITY
ST CLAIR
MADISON COUNTY
ST. CLAIR COUNTY
TO COLLINSVILLE & EDWARDSVILLE
9th
12th
ST LOUIS
I T S STA
LUCAS
EADS BRIDGE
W. B'WAY
COLLINSVILLE
13th
WAVERLY
LINCOLN
FOREST
CASEYVILLE
56th
NATALIA
BENTON
29th
E ST LOUIS
STATE
SHOPS
(local)
(limited)
ST L & BELLEVILLE ELEC RY
CLEVELAND
ILLINOIS
LOUISIANA
MISSOURI
BROADWAY
MARKET
PIGGOTT
FREE BRIDGE
E ST LOUIS
15th
19th
BOND
TUDOR
WHEELER
35th
MISSISSIPPI
Goose Lake
Pittsburg Lake
CENTRAL SOUTHERN TRAC CO (under const)
E ST L C & W RY
TO WATERLOO
THE GREAT EAST SIDE SYSTEM
1925
E. St. Louis and Suburban Ry. Co. and affiliated companies
Other electric railway lines
by W. C. JANSSEN
1 Original Ownership and Operation
2 Present Ownership
3 New Operation of Cars
Realignment of tracks of Illinois Traction System, St. Louis Electric Terminal Railway, and Alton, Granite & St. Louis Traction Co. through Tri-Cities
KEY:
ILLINOIS TRACTION SYSTEM
ALTON, GRANITE & ST LOUIS TRACTION CO.
ST. LOUIS ELECTRIC TERMINAL RY. CO.
ILLINOIS TRACTION SYSTEM (ABANDONED)
ALTON, GRANITE & ST LOUIS TRACTION CO (ABANDONED)
ST LOUIS ELECTRIC TERMINAL RY CO (ABANDONED)
STEAM ROADS
Inset maps are excerpts from the presentation submitted by the Illinois Traction System for the Charles A. Coffin Foundation competition in 1926.

ED

FREIGHT SERVICE:

Railroad connections are had at East St. Louis with all the steam roads included in the St. Louis Terminal Railway Association and with the Southern Railway. A regular interchange with steam roads for receipt and delivery of carload business is maintained thru these connections. Industrial tracks connect with a number of manufacturing plants on the suburban and interurban lines.

The Winstanley yard of the Belleville coal line has 14-1500 ft. tracks. Another yard at the junction of the St. Louis & O'Fallon has a capacity of 70-cars. About 4000 tons of coal per day are handled thru these yards to the St. Louis steam connections. A large part of the coal is received from four mines on the Belleville line, which have a daily capacity of about 1500 tons each, and from two large mines on the Lebanon line.

The electric railway's average revenue per ton of coal is approximately 32¢. Coal is handled in the road's huge (900-car) fleet of 40-ton cars. The Suburban is St. Louis' third largest coal carrier, exceeded only by the Chicago & Eastern Illinois Railway and the St. Louis, Troy & Eastern Railway, which are both steam roads with several lines serving the Belleville and Collinsville coal districts. During the winter of 1911-12 the electric road ranked first in amount of coal.

MERCHANDISE HANDLING:

The Interurban Express Company, a separate corporation controlled by Belleville merchants, operates the light freight and express business over this road. The privilege is contracted for on the basis of the gross receipts and the railway furnishes the cars and the motormen. The four 50,000-lb. capacity express cars are always run as extras.

JOINT STEAM OPERATION:

The Lebanon division connects with the East St. Louis & Belleville line at Edgemont. The distance from Edgemont to Lebanon is 18 miles. Two miles of track on this line just east of Edgemont are used jointly by the cars of the Suburban and by the steam-drawn coal trains of this road and those of the St. Louis & O'Fallon Railway. This 2-mile section of track is thru a deep waterway leading from the river bottoms to the prairies surmounting the high bluffs. As this section of track carries such a varied service, operators are placed at the junctions at both ends. All trains stop and obtain train orders or clearance cards.

OPERATIONS OF TRAINS:

All the train service on the interurban lines is dispatched from a central office in East St. Louis. Two working dispatchers and a chief dispatcher are on duty during the day and two night dispatchers serve as relief. The dispatchers' equipment includes a newly installed double-faced cordless switchboard placed in the middle of the dispatchers' table between the two men and so wired that either man may receive calls from any incoming line. The operating mechanism of a Blake dispatcher's signal equipment is installed at one end of the table. The chief, who is on duty during the daytime, serves as trainmaster.

SHOPS:

The general repair shops for the entire system are close to the main power station at East St. Louis. These shops have recently been provided with modern facilities for the maintenance of city and interurban equipment. Car bodies are handled by air hoists and by chain blocks supported from 10-in. I-beam runways. A system of hoists and runways provides for moving machinery from the inspection pits to the machine shops. (End of condensation of El. Ry. Jrnl. 1912 paper.)

LEBANON AND O'FALLON TO ST. LOUIS
WEST-BOUND

STATIONS	401 Local Daily Ex S & L H	403 Local Daily Ex S & L H	405 Local Daily Ex S & L H	407 Lim. Daily Ex S & L H	409 Local Daily Ex S & L H	411 Local Daily Ex S & L H	413 Local Daily Ex S & L H	415 Local Daily Ex S & L H	417 Local Daily Ex S & L H	831 Local Sat. Only	419 Local Daily Ex Sat & Sun	421 Local Daily Ex Sat & Sun	423 Local Daily Ex S & L H	453 Local Daily Ex Sat & Sun	427 Local Daily Ex Sat & Sun	833 Local Sat. Only	429 Local Daily Ex S & L H	431 Local Daily Ex S & L H	433 Local Daily Ex S & L H	435 Local Daily Ex S & L H	437 Local Daily Ex S & L H
	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M
Lebanon	5 20		6 15	6 35	7 17	8 20	10 00	12 00	1 55	3 00	2 20		4 45		5 55	5 55	6 45	8 25	8 20	10 30	12 45
O'Fallon	5 36		6 21	6 53	7 30	8 46	10 16	12 16	2 11	3 16	2 46		5 01	6 10	6 11	6 11	7 01	8 41	8 46	10 46	1 01
Parks	5 45	5 50	6 40	6 59	7 42	8 53	10 25	12 25	2 20	3 23	3 53	4 17	5 08	6 20	6 20	6 20	7 06	8 20	8 55	10 55	1 10
Fairview	5 53	5 58	6 48	7 06	7 51	9 00	10 34	12 34	2 25	3 33	4 00	4 26	5 17	6 36		6 38	7 17		9 06	11 04	
Prospect	6 00	6 07	6 57	7 13	7 53	9 11	10 47	12 47	2 37	3 42	4 12	4 35	5 25	6 37		6 37	7 25		9 17	11 17	
Edgemont	6 05	6 10	7 00	7 16	8 00	9 16	10 20	12 20	2 40	3 45	4 15	4 42	5 28	6 40		6 40	7 28		9 20	11 20	
Ridge Jct.		★		7 20			★	★				★					★		★	★	
20th and State	6 16		7 14	‡	8 16	9 28			2 54	3 59	4 29		5 42	6 58		6 56					
East St. Louis	6 30	6 42	7 25	7 41	8 27	9 35	11 31	1 31	3 05	4 11	4 40	5 18	5 54				8 06		9 52	11 53	
St. Louis	6 36	6 48	7 31	7 46	8 20	9 45	11 37	1 37	3 11	4 17	4 46	5 16	6 00				8 13		9 57	11 57	
	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M

Ex. S. & L. H.—Except Sundays and Legal Holidays.
★ Transfer at Edgemont to Belleville-St. Louis Car.
‡ Runs via 75th St. Belleville Electric Div. and Cleveland Avenue.
All Trains will make stops at the following points to receive or discharge passengers unless otherwise specified: Collinsville and Broadway; Collinsville and Missouri Ave.; 10th and Missouri Ave. Cars via State Street will make all stops between Edgemont and 10th and Missouri Ave. the same as Belleville Division cars. Cars via Cleveland Avenue and Belleville Electric Division will stop at 10th and Missouri Ave., 14th and St. Louis Ave., 15th and Cleveland Ave., 18th and Illinois Ave., 27th and Ridge Jct., 76th and State Street, 82nd and State Street, 86th and State Street, Edgemont.

All cars will make all local stops between Edgemont and Lebanon unless otherwise specified.
Limited trains Nos. 407 and 426 will stop at Edgemont, Prospect, Fairview, Depot St. O'Fallon, Oak Hill, Pearl St. and Horner St., Lebanon.

LEBANON AND O'FALLON TO ST. LOUIS
WEST-BOUND
Schedules in Effect Sundays and Legal Holidays

STATIONS	601 Local	603 Local	605 Local	607 Local	609 Local	611 Local	613 Local	615 Local	617 Local	619 Local	621 Local	623 Local	625 Local	627 Local	629 Local	631 Local	633 Local
	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M
Lebanon		6 20	7 20	8 20	9 20	10 20	11 20	1 20		3 20	4 35	5 20	6 35	7 35	8 20	10 20	12 45
O'Fallon		6 46	7 46	8 46	9 46	10 46	11 46	1 46		3 46	4 50	5 50	6 50	7 50	8 50	10 46	1 01
Parks	6 05	6 55	7 55	8 55	9 55	10 55	11 55	1 55	2 10	3 58	4 58	5 58	6 58	7 58	8 58	10 56	1 10
Fairview	6 14	7 06	8 04	9 04	10 04	11 04	12 04	2 06	2 16	4 07	5 07	6 07	7 07	8 07	9 07	11 06	
Prospect	6 17	7 17	8 17	9 17	10 17	11 17	12 17	2 17	2 29	4 16	5 16	6 16	7 16	8 16	9 16	11 17	
Edgemont	6 20	7 20	8 20	9 20	10 20	11 20	12 20	2 20	2 32	4 19	5 19	6 19	7 19	8 19	9 19	11 20	
Ridge Jct.	★	★	★	★	★	★	★	★	★							★	
20th and State										4 34	5 34	6 34	7 34	8 34	9 34		
East St. Louis	706	751	851	951	1051	1151	1251	151	406	4 45	5 45	6 45	7 45	8 45	9 45	1151	
St. Louis	712	757	857	957	1057	1157	1257	157	412	4 51	5 51	6 51	7 51	8 51	9 51	1157	
	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M

★ Transfer at Edgemont to Belleville-St. Louis car.
All through trains routed via State Street on Sundays and Legal Holidays.
All Trains will make stops at the following points to receive or discharge passengers unless otherwise specified: Collinsville and Broadway; Collinsville and Missouri Ave.; 10th and Missouri Ave. Cars via State Street will make all stops between Edgemont and 10th and Missouri Ave. the same as Belleville Division cars. Cars via Cleveland Avenue and Belleville Electric Division will stop at 10th and Missouri Ave., 14th and St. Louis Ave., 15th and Cleveland Ave., 18th and Illinois Ave., 27th and Ridge Jct., 76th and State Street, 82nd and State Street, 86th and State Street, Edgemont.

All cars will make all local stops between Edgemont and Lebanon unless otherwise specified.
Limited trains Nos. 407 and 426 will stop at Edgemont, Prospect, Fairview, Depot St. O'Fallon, Oak Hill, Pearl St. and Horner St., Lebanon.

ST. LOUIS TO O'FALLON AND LEBANON
EAST-BOUND

STATIONS	400 Local Daily Ex S & L H	402 Local Daily Ex S & L H	404 Local Daily Ex S & L H	406 Local Daily Ex S & L H	408 Local Daily Ex S & L H	410 Local Daily Ex S & L H	412 Local Daily Ex S & L H	414 Local Daily Ex S & L H	416 Local Daily Ex S & L H	418 Local Daily Ex S & L H	420 Local Daily Ex S & L H	422 Local Daily Ex Sat & Sun	830 Local Sat. Only	424 Local Daily Ex Sat & Sun	426 Lim. Daily Ex S & L H	428 Local Daily Ex S & L H	430 Local Daily Ex S & L H	432 Local Daily Ex S & L H	434 Local Daily Ex S & L H
	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
St. Louis				550	7 00	8 00	8 45	1015	1215	1 30	3 20	405	4 25	5 00	5 20	6 10	700	900	1120
East St. Louis				556	7 06	8 06	8 51	1021	1221	1 36	3 26	411	4 31	5 06	5 25	6 16	706	906	1126
20th and State		5 00			7 10	8 10	9 09			1 40	3 30		4 43	5 18	‡	‡			
Ridge Jct.				★				★	★			★			5 38	6 28	★	★	★
Edgemont		5 18		6 25	7 32	8 32	9 17	11 00	12 55	2 00	3 52	4 48	4 57	5 20	5 50	6 40	7 35	9 35	11 55
Prospect		5 21		6 28	7 35	8 35	9 20	11 03	12 58	2 05	3 55	4 51	5 00	5 35	5 53	6 42	7 38	9 38	11 58
Fairview		5 31		6 36	7 43	8 42	9 28	11 16	1 11	2 18	4 08	5 06	5 06	5 43	6 00	6 53	7 47	9 51	12 11
Parks	4 52	5 39	5 45	6 45	7 52	8 53	9 37	11 25	1 20	2 22	4 12	5 12	5 18	5 52	6 10	7 00	7 57	10 00	12 20
O'Fallon	4 53	5 47	5 52	6 53	7 59	9 03		11 20	1 28	2 23	4 16	5 21	5 24	6 00	6 10	7 11	8 06	10 09	12 28
Lebanon	5 16	6 06	6 00	7 10	8 16	9 16		11 50	1 45	2 46	4 36	5 39	5 40		6 31	7 27	8 21	10 25	12 45
	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M

Ex. S. & L. H.—Except Sundays and Legal Holidays.
★ Take Belleville Car from St. Louis and Transfer at Edgemont.
‡ Runs via Cleveland Ave., Belleville Electric Div. and 75th Street.
NOTE—No. 428 makes local stops between Edgemont and Lebanon on Saturdays.
All Trains will make stops at the following points to receive or discharge passengers unless otherwise specified: Collinsville and Broadway; Collinsville and Missouri Ave.; 10th and Missouri Ave. Cars via State Street will make all stops between Edgemont and 10th and Missouri Ave. the same as Belleville Division cars. Cars via Cleveland Avenue and Belleville Electric Division will stop at 10th and Missouri Ave., 14th and St. Louis Ave., 15th and Cleveland Ave., 18th and Illinois Ave., 27th and Ridge Jct., 76th and State Street, 82nd and State Street, 86th and State Street, Edgemont.

All cars will make all local stops between Edgemont and Lebanon unless otherwise specified.
Limited trains Nos. 427 and 426 will stop at Edgemont, Prospect, Fairview, Depot St. O'Fallon, Oak Hill, Pearl St. and Horner St., Lebanon.

ST. LOUIS TO O'FALLON AND LEBANON
EAST-BOUND
Schedules in Effect Sundays and Legal Holidays

STATIONS	600 Local	602 Local	604 Local	606 Local	608 Local	610 Local	Extra Local	612 Local	614 Local	616 Local	618 Local	620 Local	622 Local	624 Local	626 Local	628 Local	630 Local
	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M
St. Louis		550	650	750	850	950	1050	1150	150	250		5 05	6 05	7 05	8 05	9 05	1120
East St. Louis		556	656	756	856	956	1056	1156	156	256		5 11	6 11	7 11	8 14	9 11	1126
20th and State											4 20	5 23	6 23	7 23	8 23	9 23	
Ridge Jct.		★	★	★	★	★	★	★	★	★							★
Edgemont		6 35	7 35	8 20	9 35	10 35	11 35	12 35	2 35	2 37	4 37	5 37	6 37	7 37	8 37	9 37	11 55
Prospect		6 38	7 38	8 38	9 38	10 38	11 38	12 38	2 38	2 40	4 40	5 40	6 40	7 40	8 40	9 40	11 58
Fairview		6 51	7 51	8 51	9 51	10 51	11 51	12 51	2 51	2 46	4 49	5 46	6 43	7 43	8 46	9 49	12 11
Parks	6 00	7 00	8 00	9 00	10 00	11 00	12 00	1 00	2 00	2 58	4 58	5 58	6 53	7 58	8 58	9 58	12 20
O'Fallon	6 08	7 05	8 08	9 08	10 06	11 05		1 08	2 08	4 06	5 06	6 06	7 06	8 06		10 06	12 28
Lebanon	6 25	7 25	8 25	9 25	10 25	11 25		1 25	2 25	4 23	5 23	6 23	7 23	8 23		10 23	12 45
	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M

★ Take Belleville car from St. Louis and transfer at Edgemont.
All through trains routed via State Street on Sundays and Legal Holidays.
All Trains will make stops at the following points to receive or discharge passengers unless otherwise specified: Collinsville and Broadway; Collinsville and Missouri Ave.; 10th and Missouri Ave. Cars via State Street will make all stops between Edgemont and 10th and Missouri Ave. the same as Belleville Division cars. Cars via Cleveland Avenue and Belleville Electric Division will stop at 10th and Missouri Ave., 14th and St. Louis Ave., 15th and Cleveland Ave., 18th and Illinois Ave., 27th and Ridge Jct., 76th and State Street, 82nd and State Street, 86th and State Street, Edgemont.

All cars will make all local stops between Edgemont and Lebanon unless otherwise specified.
Limited trains Nos. 407 and 426 will stop at Edgemont, Prospect, Fairview, Depot St. O'Fallon, Oak Hill, Pearl St. and Horner St., Lebanon.

GENERAL INFORMATION

PURCHASE TICKETS before boarding trains and avoid payment of extra charge.

LOST ARTICLES found on train or in waiting rooms are forwarded to the Lost Article Department, Main Office, East St. Louis, Ill. Telephone, Bridge 2900.

ADJUSTMENT OF FARES—In case of a dispute with conductor or agent, pay the fare required, take receipt, and communicate with Service Agent.

REDEMPTION OF TICKETS—Tickets unused or partly used may be redeemed under Tariff Regulation at proper value. Tickets to be redeemed should be sent to Service Agent, giving full particulars as to cause of not using.

FARES FOR CHILDREN—Children under five (5) years of age, not occupying seats, free, when accompanied by parent or guardian, five (5) and under twelve (12) years of age, half-fare, adding one-half cent where fare does not divide evenly; twelve (12) years of age and over, full fare.

SAFETY FIRST—Flag the train in plenty of time. Trains stop at station only and not then unless flagged. In the day time give the motorman notice to stop by standing out side of rail and swinging arm. At night display a light. If no other light available, strike a match.

CONNECTIONS

BELLEVILLE—With Southern R. R., Illinois Central R. R. and L. & N. R. R.
CASEYVILLE—With B. & O. R. R.
O'FALLON—With B. & O. R. R.

SAVE YOUR MONEY

by making use of the above connections. The fare from points in Southern Illinois to St. Louis is reduced approximately 35 cents by traveling via Belleville and the famous scenic Rock Road route; or a saving of 70 cents per round trip. A similar saving can be effected by travelers to and from Eastern Illinois points by traveling via the B. & O. connection at O'Fallon and then over

"THE ELECTRIC WAY"

East St. Louis & Suburban Railway Company

The Electric Way

TIME TABLE

OF

Limited and Local Trains

BETWEEN

St. Louis and East St. Louis

AND

BELLEVILLE
CASEYVILLE
COLLINSVILLE
CUBA LANE
EDWARDSVILLE
FAIRMOUNT RACE TRACK
LEBANON
MARYVILLE
O'FALLON

EFFECTIVE AUGUST 25, 1926
Subject to Change Without Notice to the Public.

F. O. WHITEMAN
Service Agent
Eads Bridge Trolley Station
St. Louis, Missouri
Telephone—Bridge 2900

EDWARDSVILLE AND COLLINSVILLE TO EAST ST. LOUIS AND ST. LOUIS
SOUTH-BOUND

STATIONS	201 Local Daily	301 Local Daily	203 Local Daily	281 Local Daily Ex Sun.	283 Local Daily Ex Sun.	205 Local Daily	811 Lim. Daily Ex Sun.	285 Local Daily Ex Sun.	207 Local Daily	287 Lim. Daily Ex Sun.	813 Lim. Sun. Only	209 Local Daily	815 Lim. Sun. Only	817 Lim. Daily Ex Sun.	211 Local Daily	819 Lim. Daily	213 Local Daily	821 Lim. Daily	215 Local Daily	823 Lim. Daily
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Edwardsville						6 05			7 05			8 05			9 05		10 05		11 05	
Maryville	5 06	5 13	5 19	5 21	6 11	6 22	6 47		7 23		8 00	8 23	8 44		9 22		10 23		11 22	
Cuba Lane	5 14	5 22	5 26	5 28	6 19	6 30	6 54		7 30		8 08	8 30	8 53	8 53	9 30	9 53	10 30	10 53	11 30	11 53
Collinsville	5 20	5 37	5 31	5 30	6 25	6 36	7 00	7 18	7 36	8 15	8 15	8 36	8 58	8 58	9 36	9 58	10 36	10 58	11 36	11 58
Lungs Jct.	5 28	5 39	5 41	5 43	6 33	6 45	7 09	7 27	7 45	8 24	8 24	8 45	9 05	9 05	9 45	10 05	10 45	11 05	11 45	12 05
Eckman (Race Track)	5 33			5 48	6 36	6 50		7 30	7 50	8 29		8 50			9 50		10 50		11 55	
Lansdowne	5 48			6 00	6 50	7 09	7 23	7 42	8 00	8 43	8 38	9 00	9 20	9 20	10 09	10 20	11 09	11 20	12 09	12 20
East St. Louis	6 00			6 17	7 03	7 16	7 37	7 57	8 16	8 53	8 50	9 16	9 33	9 20	10 16	10 20	11 16	11 33	12 16	12 30
St. Louis	6 09			To Stock Yards Only	7 09	7 22	7 43	8 03	8 22	8 59	8 55	9 22	9 38	9 33	10 22	10 40	11 20	11 36	12 23	12 38
	A M	A M	A M		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M

STATIONS	217 Local Daily	825 Lim. Daily	219 Local Daily	827 Lim. Daily	221 Local Daily	829 Lim. Daily	223 Local Daily	831 Lim. Daily	225 Local Daily	833 Lim. Daily	227 Local Daily	835 Lim. Daily	229 Local Daily	837 Lim. Daily	231 Local Daily	839 Lim. Sun. Only	233 Local Daily	841 Lim. Sun. Only	235 Local Daily	237 Local Daily	239 Local Daily	241 Local Daily
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M
Edwardsville	12 05		1 05		2 05		3 05		4 05		5 05		6 05		7 05		8 05		9 05	10 05	11 20	12 40
Maryville	12 22		1 22		2 23		3 22		4 22		5 22		6 22		7 22		8 22		9 22	10 22	11 40	1 16
Cuba Lane	12 30	12 53	1 30	1 53	2 30	2 53	3 30	3 53	4 30	4 53	5 30	5 53	6 30	6 53	7 30	7 53	8 30	8 53	9 30	10 30	11 48	1 22
Collinsville	12 36	12 58	1 36	1 58	2 36	2 58	3 36	3 58	4 36	4 58	5 36	5 58	6 36	6 58	7 36	7 58	8 36	8 58	9 36	10 36	11 55	1 30
Lungs Jct.	12 45	1 05	1 45	2 05	2 45	3 05	3 45	4 05	4 45	5 05	5 45	6 05	6 45	7 05	7 45	8 05	8 45	9 05	9 45	10 45	12 04	1 39
Eckman (Race Track)	12 50		1 50		2 50		3 50		4 50		5 50		6 50		7 50		8 50		9 50	10 50	12 09	
Lansdowne	1 09	1 20	2 09	2 20	3 09	3 20	4 09	4 20	5 09	5 20	6 09	6 20	7 09	7 20	8 09	8 20	9 09	9 20	10 09	11 09	12 20	
East St. Louis	1 16	1 33	2 16	2 33	3 16	3 33	4 16	4 33	5 16	5 33	6 16	6 33	7 16	7 33	8 16	8 33	9 16	9 33	10 16	11 16	#	
St. Louis	1 22	1 38	2 22	2 38	3 22	3 38	4 22	4 38	5 22	5 38	6 22	6 38	7 22	7 38	8 22	8 38	9 22	9 38	10 23	11 22		
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M

#Transfer to City Car at Lansdowne Jct. for St. Louis and points in East St. Louis.
Note—Limited Trains will make all Regular Stops between Lungs and Maryville.

ST. LOUIS AND EAST ST. LOUIS TO COLLINSVILLE AND EDWARDSVILLE
NORTH-BOUND

STATIONS	200 Local Daily	202 Local Daily	822 Local Daily Ex Sun.	204 Local Daily	284 Lim. Daily Ex Sun.	206 Local Daily	810 Lim. Daily Ex Sun.	208 Local Daily	812 Lim. Daily	210 Local Daily	814 Lim. Daily	212 Local Daily	816 Lim. Daily	214 Local Daily	818 Lim. Daily	216 Local Daily	820 Lim. Daily	218 Local Daily	822 Lim. Daily	220 Local Daily	824 Lim. Daily
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M
St. Louis			From Stock Yards	6 33	7 15	7 35	7 53	8 35	9 05	9 35	10 05	10 20	11 05	11 35	12 05	12 20	1 05	1 35	2 05	2 35	3 05
East St. Louis			6 20	6 41	7 20	7 41	7 53	8 44	9 10	9 41	10 10	10 41	11 10	11 44	12 10	12 41	1 10	1 41	2 10	2 41	3 10
Lansdowne			6 30	6 54	7 30	7 54	8 15	8 54	9 23	9 54	10 23	10 54	11 23	11 54	12 23	12 54	1 23	1 54	2 20	2 54	3 23
Eckman (Race Track)			6 48	7 09		8 00		9 09		10 00		11 00		12 09		1 00		2 09		3 09	
Lungs Jct.	4 37	5 42	6 59	7 14	7 51	8 14	8 31	9 14	9 36	10 14	10 30	11 14	11 36	12 14	12 36	1 14	1 38	2 14	2 38	3 14	3 36
Collinsville	4 40	5 53	7 09	7 23	8 00	8 23	8 38	9 23	9 45	10 23	10 45	11 23	11 45	12 23	12 45	1 23	1 45	2 22	2 46	3 33	3 45
Cuba Lane	4 45	5 53		7 30		8 30	8 42	9 30	9 50	10 30	10 50	11 30	11 50	12 30	12 50	1 30	1 50	2 30	2 50	3 30	3 50
Maryville	4 54	6 05		7 37		8 37		9 37		10 37		11 37		12 37		1 37		2 37		3 37	
Edwardsville	5 40 A M	6 20 A M	A M	7 55 A M	A M	8 55 A M	A M	9 55 A M	A M	10 55 A M	A M	11 55 A M	A M	12 55 P M	P M	1 55 P M	P M	2 55 P M	P M	3 55 P M	P M

STATIONS	222 Local Daily	826 Lim. Daily	224 Local Daily	828 Lim. Daily	830 Lim. Daily Ex Sun.	226 Local Daily	832 Lim. Daily Ex Sun.	834 Lim. Sun. Only	228 Local Daily	836 Lim. Daily Ex Sun.	838 Lim. Sun. Only	230 Local Daily	840 Lim. Daily Ex Sun.	842 Lim. Sun. Only	232 Local Daily	844 Lim. Sun. Only	234 Local Daily	846 Lim. Sun. Only	236 Local Daily	235 Local Daily	238 Local Daily	240 Local Daily
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M
St. Louis	3 35	4 05	4 35	5 05	5 19	5 35	6 05	6 05	6 35	7 05	7 05	7 35	8 05	8 05	8 35	9 05	9 20	10 05	11 10		11 50	
East St. Louis	3 41	4 10	4 41	5 10	5 20	5 41	6 11	6 11	6 41	7 10	7 10	7 41	8 10	8 10	8 41	9 10	9 41	10 10	11 16		11 58	★
Lansdowne	3 54	4 23	4 54	5 23	5 34	5 54	6 25	6 25	6 54	7 23	7 23	7 54	8 23	8 23	8 54	9 23	9 54	10 23	11 30		From Edgemont	12 25
Eckman (Race Track)	4 09		5 09			6 06			7 09			8 09			9 09		10 09		11 42			12 33
Lungs Jct.	4 14	4 36	5 14	5 36	5 20	6 14	6 38	6 38	7 14	7 36	7 36	8 14	8 36	8 38	9 14	9 36	10 14	10 36	11 47	11 51	12 37	12 44
Collinsville	4 33	4 45	5 23	5 45	5 53	6 33	6 46	6 46	7 23	7 45	7 45	8 23	8 45	8 46	9 23	9 45	10 23	10 45	12 00	12 04	12 46	12 58
Cuba Lane	4 20	4 50	5 30	5 20	6 09	6 20	6 51	6 51	7 20	7 20	7 20	8 20	8 50	8 50	9 20	9 50	10 30	10 50	12 06	12 07	12 52	1 01
Maryville	4 37		5 20		6 10	6 37	6 59		7 37	7 57		8 37	8 57		9 20	9 57	10 37	10 57	12 13	12 15	1 00	1 00
Edwardsville	4 55 P M	P M	5 55 P M	P M	P M	6 55 P M	P M	P M	7 55 P M	P M	P M	8 55 P M	P M	P M	9 55 P M	P M	10 55 P M	P M	12 30 A M	A M	A M	A M

★ Connects with Rosewood Car leaving St. Louis at 12 00 Midnight. The above cars will make stops in either direction in East St. Louis to receive and discharge through passengers at the following points only: Collinsville and Broadway, Collinsville and Missouri Ave., Collinsville and Illinois Ave., Collinsville and St. Clair Ave., Thirteenth and St. Clair Ave., Thirteenth and Lynch Ave. Lansdowne (23rd and Lincoln Ave.)

Nos 820, 822 and 824 will stop at Sommers and Allens Saturdays only to receive and discharge passengers.
No. 830 will stop at Sommers and Allens to receive and discharge passengers.

COLLINSVILLE AND CASEYVILLE TO EDGEMONT
SOUTH-BOUND

STATIONS	301 Daily	303 Daily	305 Daily	307 Daily	309 Daily	311 Daily	313 Daily	315 Daily	317 Daily	319 Daily	321 Daily	323 Daily	325 Daily	327 Daily	329 Daily	331 Daily	333 Daily	335 Daily
	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Collinsville	5 37	6 20	7 47	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 00
Lindel	5 34	6 41	7 53	9 06	10 06	11 05	12 06	1 06	2 06	3 06	4 06	5 05	6 06	7 06	8 06	9 06	10 06	11 06
Lungs	5 27	6 44	7 56	9 09	10 09	11 09	12 09	1 09	2 09	3 09	4 09	5 09	6 09	7 09	8 09	9 09	10 09	11 09
Caseyville	6 44	6 50	8 09	9 16	10 16	11 16	12 16	1 16	2 16	3 16	4 16	5 16	6 16	7 16	8 16	9 16	10 16	11 16
Prospect	6 53	6 58	8 12	9 23	10 20	11 23	12 23	1 23	2 23	3 23	4 23	5 20	6 23	7 23	8 23	9 20	10 23	11 23
Edgemont	6 56	7 01	8 15	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25	11 25
	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

EDGEMONT TO CASEYVILLE AND COLLINSVILLE
NORTH-BOUND

STATIONS	302 Daily	304 Daily	306 Daily	308 Daily	310 Daily	312 Daily	314 Daily	316 Daily	318 Daily	320 Daily	322 Daily	324 Daily	326 Daily	328 Daily	330 Daily	332 Daily	334 Daily	336 Daily	338 Daily
	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M
Edgemont	6 10	7 18	8 23	9 20	10 35	11 20	12 35	1 35	2 20	3 20	4 35	5 20	6 25	7 20	8 20	9 20	10 35	11 20	12 18
Prospect	6 13	7 22	8 26	9 36	10 38	11 30	12 30	1 38	2 38	3 38	4 38	5 36	6 36	7 38	8 38	9 36	10 30	11 30	12 20
Caseyville	6 20	7 29	8 32	9 44	10 44	11 44	12 44	1 44	2 44	3 44	4 44	5 44	6 44	7 44	8 44	9 44	10 44	11 44	12 36
Lungs	6 37	7 37	8 39	9 51	10 51	11 51	12 51	1 51	2 51	3 51	4 51	5 51	6 51	7 51	8 51	9 51	10 51	11 51	12 37
Lindel	6 40	7 40	8 42	9 54	10 54	11 54	12 54	1 54	2 54	3 54	4 54	5 54	6 54	7 54	8 54	9 54	10 54	11 54	12 40
Collinsville	6 35	7 46	8 50	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 00	12 00	12 46
	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M

BELLEVILLE TO AND FROM EAST ST. LOUIS AND ST. LOUIS

EAST-BOUND

STATIONS	Daily Ex Sun.	Daily Ex Sun.	Sat. Only	Sat. Only	Daily Ex Sat. and Sun.	Daily Ex Sun.	Daily Ex Sat. and Sun.
	A M	A M	P M	P M	P M	P M	P M
Lv St. Louis	8 00	10 00	1 15	2 45	2 20	5 16	5 45
" Coll and Broadway	8 05	10 05	1 20	2 20	3 20	6 20	6 20
" 27th and Ridge	8 18	10 18	1 20	3 20	4 06	5 20	6 00
" Signal Hill	8 31	10 31	1 46	2 46	4 24	5 46	6 16
Ar Belleville	8 45	10 45	3 00	4 00	4 20	6 00	6 20

Note—Limited trains will not run on Sundays or Holidays.
Limited trains routed via 27th and Ridge Ave. Belleville Elec. to Mt. Hope, and will make stops at above points to receive or discharge passengers.

LOCAL SERVICE
Trains leave St. Louis daily, 5 20 A. M., 5 50, 6 05, 6 20, 6 37, 6 52 and approximately every fifteen minutes or better until 7 23 P. M. and then at 7 40 P. M., 8 00 and every 20 minutes until 12 20 A. M., 1 30 and 2 20 A. M.

WEST-BOUND

STATIONS	Daily Ex Sun.	Daily Ex Sun.	Daily Ex Sun.	Daily Ex Sun.	Sat. Only	Sat. Only	Sat. Only	Daily Ex Sat. and Sun.	Daily Ex Sun.
	A M	A M	A M	A M	P M	P M	P M	P M	P M
Lv Belleville	7 00	7 40	9 00	11 00	12 15	8 15	4 15	4 20	7 00
" Signal Hill	7 16	7 55	6 18	11 18	12 20	8 30	4 20	5 05	7 15
" 27th and Ridge	7 37	8 07	6 37	11 37	12 42	2 42	4 42	6 17	7 27
" Coll and Broadway	7 40	8 20	6 40	11 40	12 55	2 20	4 55	5 20	7 40
Ar St. Louis	7 45	8 25	6 45	11 45	1 00	8 00	5 00	6 20	7 45

Trains leave Belleville 5 33 A. M., 5 41 A. M., 6 03, 6 15 and approximately every fifteen minutes or better thereafter until 9 00 P. M. and then at 9 20, 9 40, 10 00 and every 20 minutes until 1 20, 2 20 and 4 20 A. M.

Cars leaving at 12 20, 12 40, 1 00 and 1 20 A. M. go to 20th and State Streets, East St. Louis.

During the rush hours and at other times when occasion demands, additional service is provided to take care of patrons.

EAST ST. LOUIS-WATERLOO:

The East St. Louis Columbia & Waterloo Railway Company was incorporated August 31, 1906 by local interests but did not commence construction until 1912. Operation began in December of that year, with 22 miles of track from East St. Louis thru Dupo and Columbia to Waterloo. Its passenger cars operated to the foot of Washington Street in St. Louis via the Eads Bridge, using trackage rights over the East St. Louis & Suburban.

The area served was partially industrialized as far as Columbia, with typical rural countryside beyond.

Construction of the line cost about $850,000. There were 8 passenger cars and thruout the line's history a 1½ hour service with 14 round trips daily was operated. Traffic reached a max of 600,000 passengers total in the early 1920s, but this slipped away rapidly to only 222,000 in 1931.

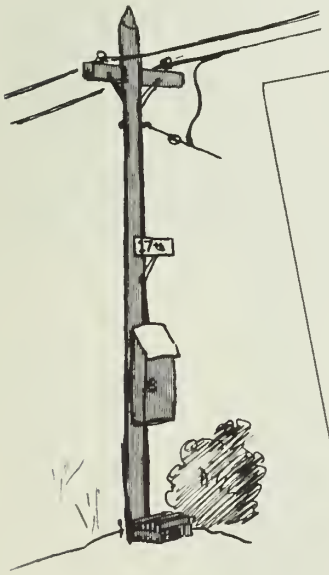
Freight traffic as a bridge carrier bolstered passenger earnings. The road connected with the several steam roads it crossed and offered an attractive by-pass route for certain kinds of movements.

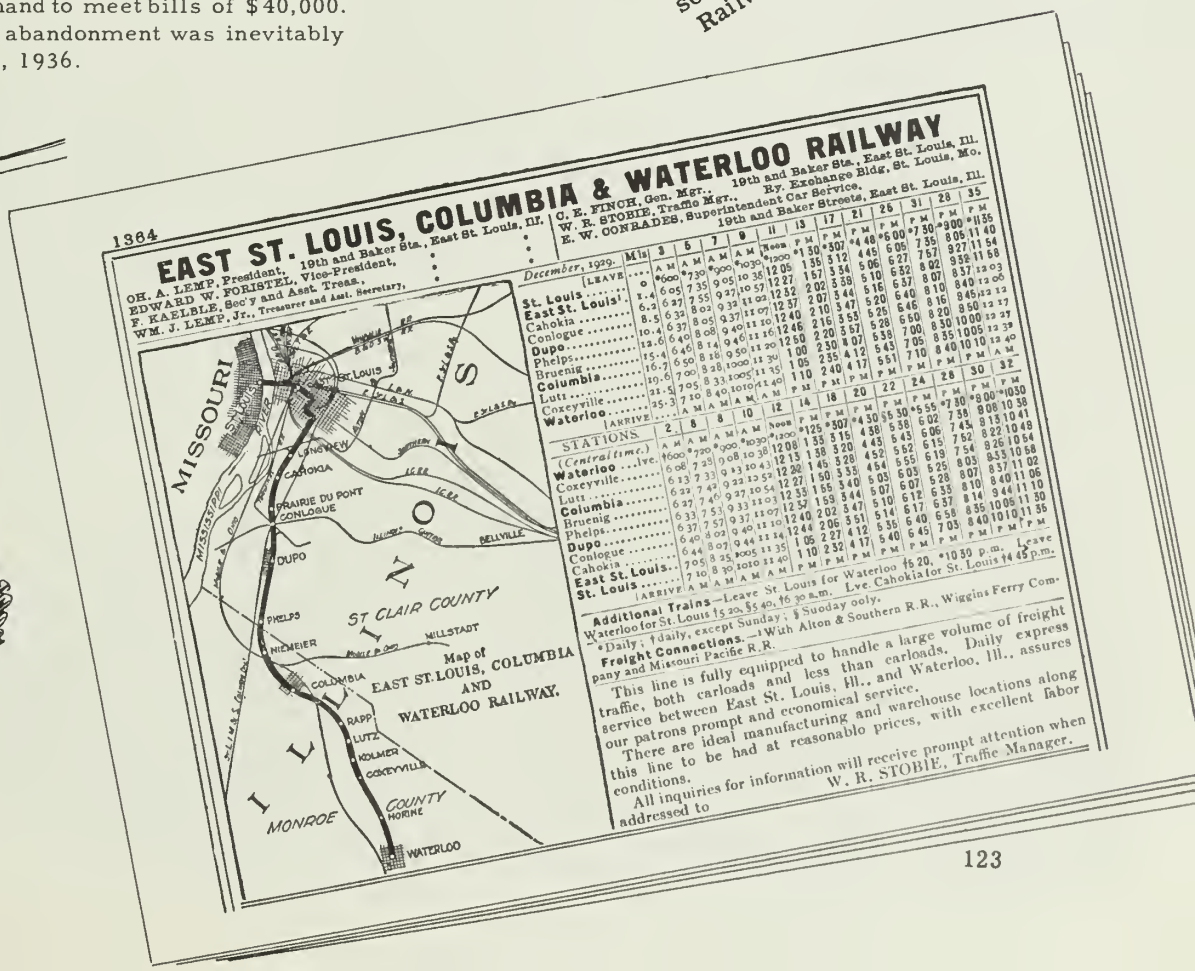
In March 1932 the company asked permission to discontinue rail passenger service, substituting bus service by its affiliated St. Louis Red Bud & Chester Bus Company. The application was granted and rail passenger service ended on June 1, 1932.

Freight traffic was unable to support the road's costs even with the passenger losses eliminated. On December 31, 1935 the road claimed to have only $191 in cash on hand to meet bills of $40,000. Permission for total abandonment was inevitably granted, on April 11, 1936.

EAST ST. LOUIS & COLUMBIA WATERLOO RAILWAY

Original car equipment was of heavy railroad-roof interurban design, but was replaced by the type shown here after a very short time, and was sold to the Nipissing Central Railway in Canada.





1364

EAST ST. LOUIS, COLUMBIA & WATERLOO RAILWAY

OH. A. LEMP, President, 19th and Baker Sts., East St. Louis, Ill.
EDWARD W. FORISTEL, Vice-President,
F. KAELBLE, Sec'y and Asst. Treas.,
WM. J. LEMP, Jr., Treasurer and Asst. Secretary,

C. E. FINCH, Gen. Mgr., 19th and Baker Sts., East St. Louis, Ill.
W. R. STOBIE, Traffic Mgr., Ry. Exchange Bldg., St. Louis, Mo.
E. W. CONRADES, Superintendent Car Service, 19th and Baker Streets, East St. Louis, Ill.

December, 1929.

Miles	3	5	7	9	11	13	17	21	26	31	28	35
[LEAVE	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M
St. Louis 0	*600	*730	*900	*1030	*1200	*1 30	*307	*4 48	*6 00	*7 50	*900	*11 35
East St. Louis' 2.4	6 05	7 35	9 05	10 35	12 05	1 35	3 12	4 45	6 05	7 35	8 05	11 40
Cahokia 6.2	6 27	7 55	9 27	10 57	12 27	1 57	3 34	5 06	6 27	7 57	9 27	11 54
Conlogue 8.5	6 32	8 02	9 32	11 02	12 32	2 02	3 59	5 10	6 32	8 02	9 32	11 58
Dupo 10.4	6 37	8 05	9 37	11 07	12 37	2 07	5 44	5 16	6 37	8 07	9 37	12 03
Phelps 12.6	6 40	8 08	9 40	11 10	12 40	2 10	5 47	5 20	6 40	8 10	9 40	12 06
Bruenig 15.4	6 46	8 14	9 46	11 16	12 46	2 16	3 55	5 25	6 46	8 16	9 45	12 12
Columbia 16.7	6 50	8 18	9 50	11 20	12 50	2 20	3 57	5 28	6 50	8 20	9 50	12 17
Lutz 19.6	7 00	8 28	1000	11 30	1 00	2 30	4 07	5 38	7 00	8 30	10 00	12 27
Coxeyville 21.5	7 05	8 33	1005	11 35	1 05	2 35	4 12	5 43	7 05	8 35	1005	12 32
Waterloo 25.3	7 10	8 40	1010	11 40	1 10	2 40	4 17	5 51	7 10	8 40	10 10	12 40
[ARRIVE	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	A M

STATIONS (Central time.)	2	8	8	10	12	14	18	20	22	24	28	30	32
	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M
Waterloo ...Lve.	*600	*720	*900	*1030	*1200	*125	*307	*4 30	*5 50	*5 55	*7 30	*8 00	*1030
Coxeyville	6 08	7 23	9 08	10 38	12 08	1 55	3 15	4 43	5 58	6 02	7 58	8 08	10 38
Lutz	6 13	7 33	9 13	10 43	12 13	1 58	3 20	4 45	5 52	6 06	7 45	8 13	10 41
Columbia	6 22	7 42	9 22	10 52	12 27	1 50	3 28	4 52	5 55	6 19	7 54	8 22	10 49
Bruenig	6 27	7 46	9 27	10 54	12 33	1 55	3 35	4 54	6 03	6 25	8 03	8 33	10 58
Phelps	6 33	7 53	9 33	11 03	12 37	1 59	3 44	5 07	6 07	6 28	8 07	8 37	11 02
Dupo	6 37	7 57	9 37	11 07	12 40	2 02	3 47	5 10	6 12	6 37	8 10	8 40	11 06
Conlogue	6 40	8 02	9 40	11 10	12 44	2 06	3 51	5 14	6 17	6 37	8 14	9 44	11 10
Cahokia	6 44	8 07	9 44	11 14	1 05	2 27	4 12	5 36	6 40	6 58	8 35	10 05	11 30
East St. Louis..	7 05	8 25	1005	11 35	1 10	2 32	4 17	5 40	6 45	7 05	8 40	10 10	11 35
St. Louis	7 10	8 30	1010	11 40									
[ARRIVE	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M

Additional Trains—Leave St. Louis for Waterloo ‡5 20, §5 40, ‖6 30 a.m. Lve. Cahokia for St. Louis ‡4 45 p.m. Leave Waterloo for St. Louis ‡5 20, §5 40, ‖6 30 a.m.

*Daily; †daily, except Sunday; ‖Sunday only.

Freight Connections.—With Alton & Southern R.R., Wiggins Ferry Company and Missouri Pacific R.R.

This line is fully equipped to handle a large volume of freight traffic, both carloads and less than carloads. Daily express service between East St. Louis, Ill., and Waterloo, Ill., assures our patrons prompt and economical service.

There are ideal manufacturing and warehouse locations along this line to be had at reasonable prices, with excellent labor conditions.

All inquiries for information will receive prompt attention when addressed to W. R. STOBIE, Traffic Manager.

COAL BELT ELECTRIC RAILWAY:

Built by local coal interests, headed by F. S. Peabody of the Illinois Midland Coal Co., the Coal Belt Electric Railway was, for most of its life a subsidiary of the Missouri Pacific (steam) Railway.

It was incorporated May 28, 1901 and began its operation July 1 1902. It extended from Herrin to Marion, with a branch from Energy, near Herrin, to Carterville, operated as a side detour of cars on the main line. Another branch, from Marion to Spillertown, was abandoned in April 1907.

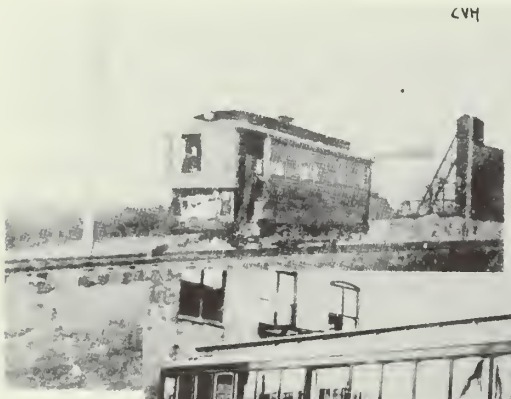
The entire mileage was only 13 and at its peak this required the operation of only 7 passenger cars, but then the total population of the area was only 15,000 in 1910, of whom about half were in the town of Marion.

The company was operated by the Coal Belt Railway from July 1904 until February 1910, and then it was acquired by the St. Louis Iron Mountain & Southern Railway and its successor, the Missouri Pacific. Its schedules were carried in "Mo-Pac" timetables.

In 1914 the Coal Belt Electric, as such, discontinued freight operations, turning over this phase of its business to the parent steam railroad. This traffic, primarily coal and materials to a powder plant, amounted to 8800 cars a year.

Passenger traffic in 1918 totalled nearly 1.2 million passengers, moved at an average fare of only 5¢, but the building of hard roads in the area in 1922 and the exhaustion of the coal mines passenger revenues skidded to $36,000, less than half what it cost to perform the service. Small wonder that the Illinois Commerce Commission was soon called upon to permit abandonment of passenger service, which it authorized on October 27, 1926.

Trolley wires were taken down promptly and some of the cars went to another Missouri Pacific interurban at Houston (Houston North Shore). Steam freight operation also ended in a few years.



LEFT & ABOVE:

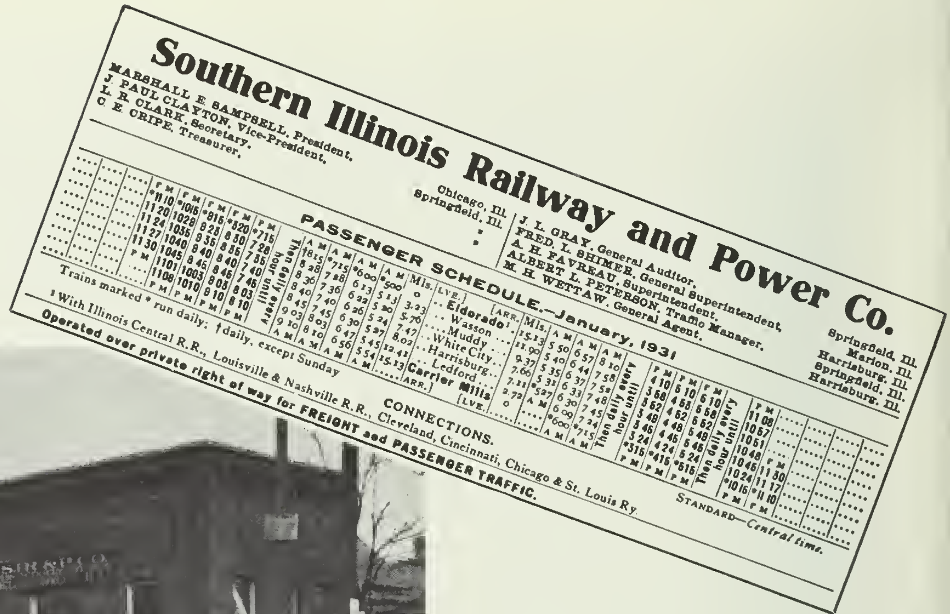
Houston North Shore cars 522 and 529, among others, began their careers on the Coal Belt Electric.

Mount Vernon

CITY RAILWAY OF MT. VERNON

by Paul Stringham

Columbia
Olive
Isabella
Oakland
P.R.W.
N
9th
Broadway
C. & E. I. Station
15th
Casey
24th
Logan



Southern Illinois Railway and Power Co.

MARSHALL E. SAMPSELL, President, Chicago, Ill.	J. L. GRAY, General Auditor, Springfield, Ill.
J. PAUL CLAYTON, Vice-President, Springfield, Ill.	FRED. L. SHIMER, General Superintendent, Marion, Ill.
L. R. CLARK, Secretary, "	A. H. FAVREAU, Superintendent, Harrisburg, Ill.
C. E. CRIPE, Treasurer, "	ALBERT L. PETERSON, Traffic Manager, Springfield, Ill.
	M. H. WETTAW, General Agent, Harrisburg, Ill.

PASSENGER SCHEDULE.—January, 1931

			P M	P M	P M	P M	P M		A M	A M	A M	A M	Mls.	LVE.] [ARR.	Mls.	A M	A M	A M		P M	P M	P M		P M					
....	....	....	*1110	*1016	*815	*820	*715	Then daily every hour until	†815	*715	*600	*500	0	..Eldorado[1]	15.13	5 50	6 57	8 10	Then daily every hour until	4 10	5 10	6 10	Then daily every hour until	11 08	....	....	....	....	....
....	....	....	11 20	1028	8 28	8 30	7 28		8 28	7 28	6 13	5 13	3.23	...Wasson...	11.90	5 40	6 44	7 58		3 58	4 58	5 58		10 57	....	....	....	....	....
....	....	....	11 24	1035	8 35	8 35	7 35		8 36	7 36	6 22	5 20	5.76	....Muddy...	9.37	5 35	6 37	7 52		3 52	4 52	5 52		10 51	....	....	....	....	....
....	....	....	11 27	1040	8 40	8 40	7 40		8 40	7 40	6 26	5 24	7.47	..White City..	7.66	5 31	6 33	7 48		3 48	4 48	5 48		10 48	P M	....	....	....	....
....	....	....	11 30	1045	8 45	8 45	7 45		8 45	7 45	6 30	5 27	8.02	..Harrisburg..	7.11	*5 27	6 30	7 45		3 45	4 45	5 45		10 45	11 30	....	....	....	....
....	....	....	P M	1101	1003	8 08	8 03		9 03	8 03	6 47	5 45	12.41	...Ledford...	2.72	A M	6 09	7 34		3 24	4 24	5 24		10 24	11 17	....	....	....	....
....	....	....	....	1108	1010	8 10	8 10		9 10	8 10	6 56	5 54	15.13	Carrier Mills	0	....	*6 00	*7 15		*3 15	*4 15	*5 15		*10 16	*11 10	....	....	....	....
				P M	P M	P M	P M		A M	A M	A M	A M	....	ARR.] [LVE.	....	....	A M	A M		P M	P M	P M		P M	P M				

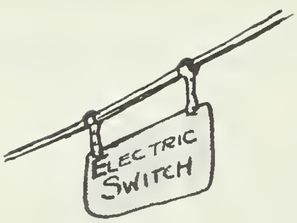
Trains marked * run daily; † daily, except Sunday

CONNECTIONS.

[1] With Illinois Central R.R., Louisville & Nashville R.R., Cleveland, Cincinnati, Chicago & St. Louis Ry.

STANDARD—*Central time.*

Operated over private right of way for FREIGHT and PASSENGER TRAFFIC.

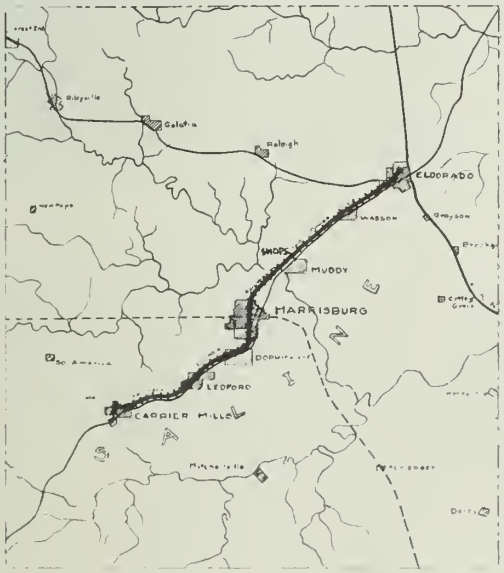


SOUTHERN ILLINOIS RAILWAY & POWER:

In April, 1913, the Southern Illinois Railway & Power Company opened a 15-mile electric railway from Eldorado thru Harrisburg to Carriers Mills in Saline County. The line was built to use 1200-volt direct current. Located in the southern Illinois coal field, the company planned from the first to share in the hauling of coal. Estimates of the potential coal traffic ran as high as 5 million tons per year.

The line was single track thruout, but was of heavy construction, with long turnouts to accommodate the freight operation. Steam railroad operating practices were followed.

Shops, power house and yards were built at the town of Muddy, about $3\frac{1}{2}$ miles northeast of Harrisburg. In the early days, in addition to supplying the railway, the power house generated electricity for commercial sale in the area.



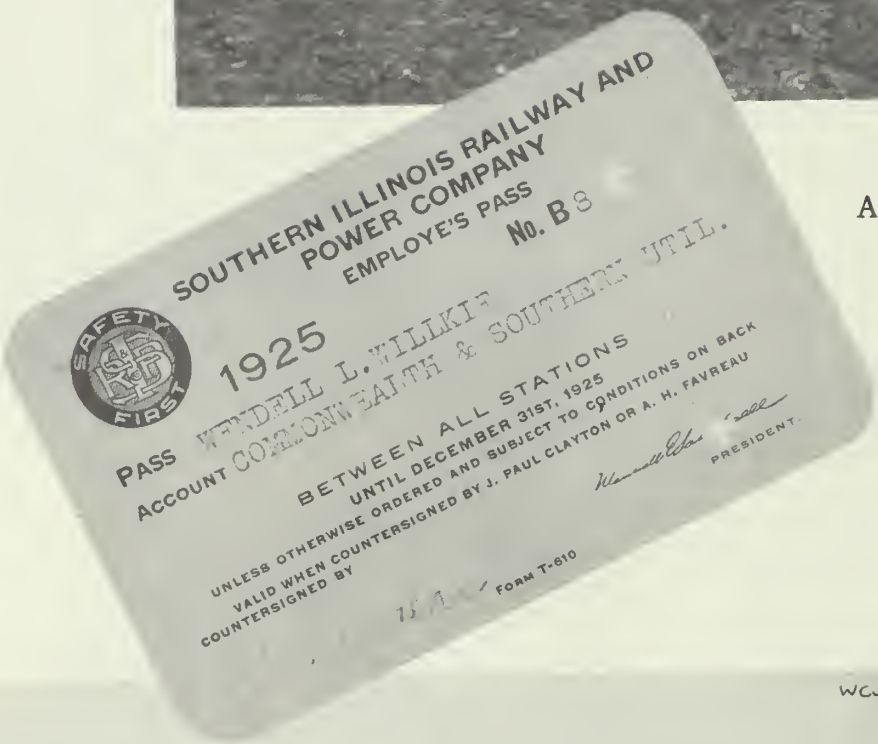
Map of Line of Southern Illinois Railway & Power Company

Passenger rolling stock consisted of 51 ft. motor cars built by the American Car Company: one coach #52, two combines #53 and 54 and two trailers #51 and 101. There was also a 48 ft. storage battery car, #40. Later cars 55 and 56, railroad roof combos, were brought to the line from the Central Illinois Public Service Mattoon-Charleston property when the latter put one-man lightweight cars in service.

A 1923 roster listed a $68\frac{1}{2}$ ft. trailer #110.

Freight equipment included electric locomotive #45, gondolas #801-816 and cinder cars #1002-1006.

Passenger traffic proved fairly good and plans for extensions thru Marion to Carbondale and to Rosiclare were made. However, the fortunes of the area were dependent almost entirely on coal, and when that industry became distressed, the fate of the interurban was sealed. After a short period of freight-only operation, the entire operation was abandoned in 1933.



ABOVE: End of rail at Carrier Mills. Those mushy streets indicate a busy afternoon ahead for the car cleaners and a slow day for auto traffic.

LEFT: Cars 55 and 56 were re-equipped for 1200 volts when received from the Mattoon-Charleston interurban, where they were cars 205 and 207. See photos, pages 106-107.

TOP: Car shop at Muddy, Illinois.

BOTTOM: Freight hauled by loco number 45.

Southern Ill R R Co

SPECIAL INSTRUCTIONS

No. 1 Meeting Points are indicated by heavy figures within heavy lines

No. 2 The small number shown above time within heavy lines indicates the train to be met

No. 3 Speed limit must be observed as follows Eldorado, in business section, 10 miles per hour. Eldorado, outside of business section, 15 miles per hour, Harrisburg, in business section, 6 miles per hour. Harrisburg, outside of business section, 15 miles per hour. Carrier Mills. 15 miles per hour.

No. 4 Yard Limits are as follows Harrisburg, Church Street to White City. Muddy, Vaughn Road to Middlefork Drainage Ditch Eldorado, Beulah Heights to Eldorado Station Carrier Mills, East Limits to Carrier Mills.

No. 5—Passing and Spur Track Accommodations Beulah Heights, 10 cars. Muddy, 10 cars No 12 Connection, 25 cars White City, 7 cars. Car Barn, 30 cars Davis Switch, 3 cars Harrisburg, 3 cars Davis Siding, 3 cars High School, 3 cars Poor Farm, 7 cars. Ledford, 3 cars East Limits, 4 cars Carrier Mills, 3 cars

No. 6—Register Stations: Eldorado, all trains Carrier Mills, all trains Harrisburg, all trains Car Barn all trains originating or terminating Wasson, 102, 103, 104 and 105 Poor Farm, 105.

No. 7—Special Bulletins, are posted in employees' room and Dispatcher's office, and should be consulted each day before going out on run

No. 8—Conductors and Motormen will be held equally responsible for the proper observance of all rules and orders affecting the movement of their trains.

No. 9—At night and during stormy and foggy weather, Conductors will use red fusees as warning signals to following trains When stopped by accident Conductors and Motormen must protect their trains against following trains, or against trains from opposite directions, as circumstances may require, using red flags and torpedoes by day and red lights by night, in addition to torpedoes and fusees

No. 10—All fares collected must be registered at the time of collection. Where cash fare receipts are used on account of faulty register, the receipts must be turned and handed to passenger when fare is collected.

No. 11—All trains operating in either direction will come to a full stop before crossing Poplar and Granger Streets. Harrisburg

No. 12 A seal record should be taken on all cars pulled from the Illinois Central Connection at Eldorado. When seals are missing you will make note that the seals are gone, and will apply seals, showing number of seals applied If cars are opened at any of the way-stations between Eldorado and Harrisburg a record should be made of the number of seal broken, also the number of seal applied

No. 13 Train No 6, due to leave Harrisburg at 6.20 A M, has a regular meeting point shown at the earlham with train No 103, and will receive a clearance on train No 103 from the Train Dispatcher at Harrisburg before leaving the Harrisburg Station or before passing the earlham switch. The Conductor on train No 103 will report to the Dispatcher at Harrisburg from the earlham as soon as his train is in the clear

No. 14 Train No. 37, due to leave Eldorado at 10.15 P M, will wait at the Illinois Central Connection for Illinois Central passenger until 10.30 P M, and if train is not there within sight or hearing, will proceed to Harrisburg, unless otherwise instructed by Dispatcher

No. 15—Company Physicians Harrisburg, Illinois, Dr R. B Nyberg, Residence Phone 340-W, Office Phone 123-R Dr E W Cummins, Residence Phone 138-R1 Office Phone 119-R Eldorado, Dr S W Letham, Residence Phone 65-R3, Office Phone 65-R2

SAFETY FIRST SAFETY ALWAYS

SOUTHERN ILLINOIS RAILWAY
and
POWER COMPANY

DAILY DAILY

19—TIME TABLE—19

EFFECTIVE 12:01 A. M. MONDAY, JANUARY 12, 1925

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

All Rules and Instructions contained herein supersede any inconsistent therewith

F. L. SHIMER, General Superintendent A. H. FAVREAU, Superintendent

(Geo P. Curran Printing Co., St. Louis)

NORTH BOUND

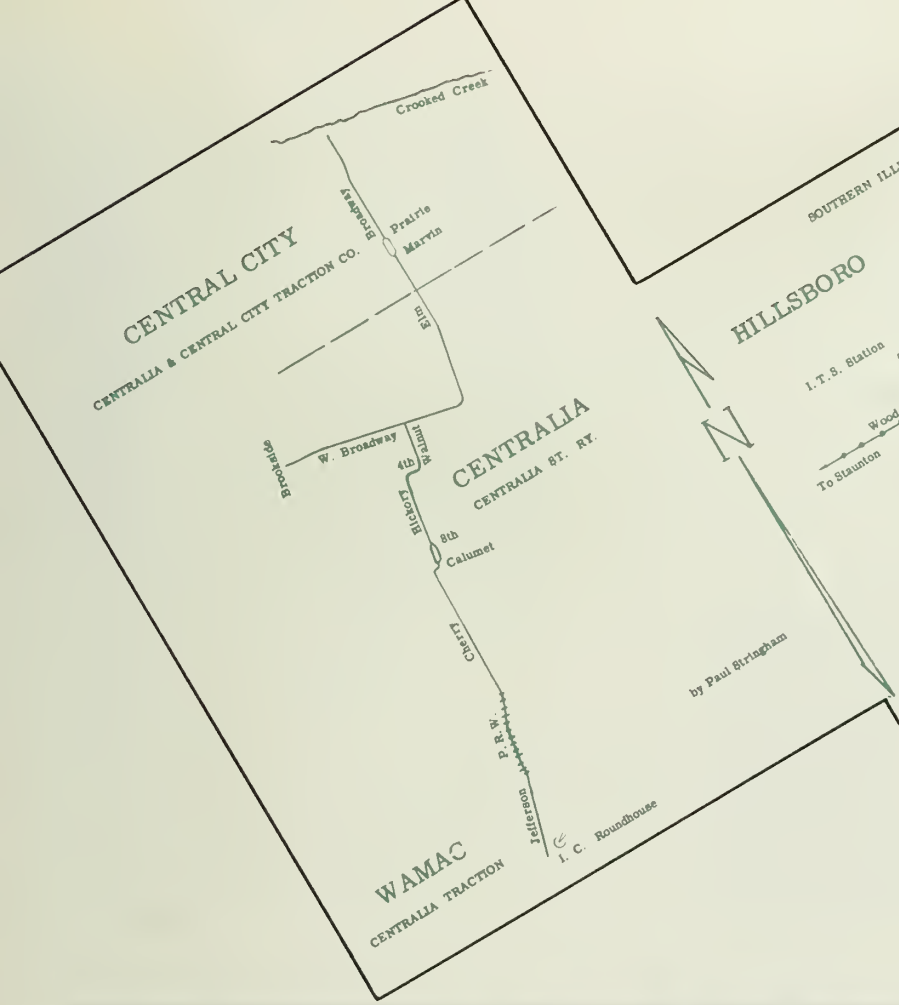
Stations and Sidings	2 AM Daily	4 AM Daily	102 AM Daily Ex. Sun.	6 AM Daily	6 AM Daily	10 AM Daily	12 AM Daily	16 AM Daily	16 AM Daily	22 PM Daily	24 PM Daily	Mileage
Carrier Mills			5 15	6 00	7 15	8 15	9 15	10 15	11 15	1 15	2 15	0 00
East Limits			5 20	6 03	7 18	8 18	9 18	10 18	11 18	1 18	2 18	0 80
Ledford			5 30	6 00	7 24	8 24	9 24	10 24	11 24	1 24	2 24	3 38
Heato			5 33	6 10	7 25	8 25	9 25	10 25	11 25	1 25	2 25	4 40
Poor Farm			1 / 5 38	6 16	7 30	8 30	9 30	10 30	11 30	1 30	2 30	5 40
High School			5 43	6 20	7 34	8 34	9 34	10 34	11 34	1 34	2 34	6 10
Davis			5 48	6 22	7 37	8 37	9 37	10 37	11 37	1 37	2 37	6 13
Harrisburg	Regular Ex. 4 15	1 / 5 27	5 55	3 / 6 30	5 / 7 45	7 / 6 45	9 / 9 45	11 / 10 45	15 / 11 45	17 / 12 45	19 / 1 45	21 / 2 45	7 11
Car Barn	4 20	5 29	5 57	103 / 6 32	7 47	8 47	10 47	11 47	12 47	1 47	2 47	7 30
White City	4 23	5 31	5 59	6 33	7 48	8 48	10 48	11 48	12 48	1 48	2 48	7 66
Muddy	4 24	5 33	6 01	6 37	7 52	8 52	9 52	10 52	11 52	1 52	2 52	9 37
Wasson	4 29	5 40	3 / 6 11	6 41	7 58	8 58	9 58	10 58	11 58	1 58	2 58	11 00
Beulah	4 33	5 44		6 18	8 02	9 02	10 02	11 02	12 02	1 02	2 02	3 02	14 09
I. C. Conn.	4 36	5 47		6 53	8 06	9 06	10 06	11 06	12 06	1 06	2 06	3 06	14 50
Eldorado	4 40	5 50		6 57	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	15 13

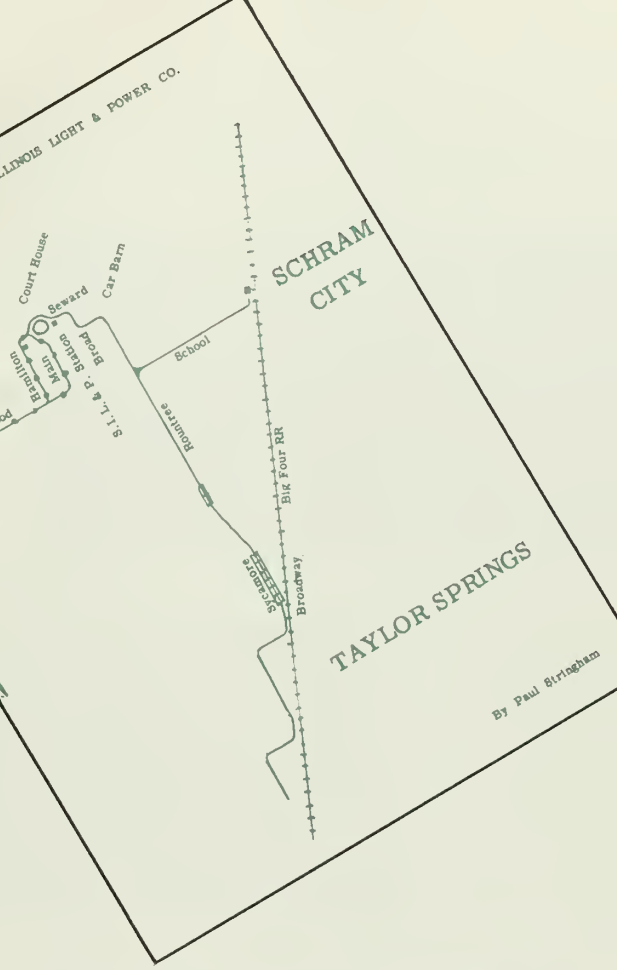
Stations and Sidings	26 PM Daily	104 PM Daily Ex Sun	26 PM Daily	30 PM Daily	32 PM Daily	34 PM Daily	36 PM Daily	36 PM Daily	40 PM Daily	42 PM Daily	Stations and Sidings
Carrier Mills	3 15		4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 10	Carrier Mills
East Limits	3 18		4 18	5 18	6 18	7.16	6 18	9 18	10 18	11 13	East Limits
Ledford	3 24		4 24	5 24	6 24	7 24	8 24	0 24	10 24	11 17	Ledford
Heato	3 25		4 25	5 25	6 25	7 25	8 25	9 25	10.25	11.18	Heato
Poor Farm	3 30		4 30	5 30	6 30	7 30	8 30	0 30	10 30	11 22	Poor Farm
High School	3 34		4 34	5 34	6 34	7 34	8 34	0 34	10 34	11 24	High School
Davis	3 37		105 / 4 37	5 37	6 37	7 37	8 37	0 37	10 37	11 26	Davis
Harrisburg	23 / 3 45		25 / 4 45	27 / 5 45	29 / 6 45	31 / 7 45	33 / 8 45	35 / 9 45	37 / 10 45	39 / 11 30	Harrisburg
Car Barn	3 47	3 55	4 47	5 47	6 47	7 47	8 47	0 47	10 47		Car Barn
White City	3 48	3 56	4 48	5 48	6 18	7 48	8 48	0.48	10 48		White City
Muddy	3 52	4 01	4 52	5 52	6 52	7.52	8 52	0 52	10 51		Muddy
Wasson	3 58	4 10	4 58	5 58	6 58	7 58	8 58	9 58	10 57		Wasson
Beulah	4 02		5 02	6 02	7 02	8 02	9 02	10 02	11 01		Beulah
I. C. Conn.	4 06		5 06	6 06	7 06	8 06	0 06	10 06	11 04		I. C. Conn
Eldorado	1 10		5 10	6 10	7 10	8 10	9 10	10.10	11 08		Eldorado

SOUTH BOUND

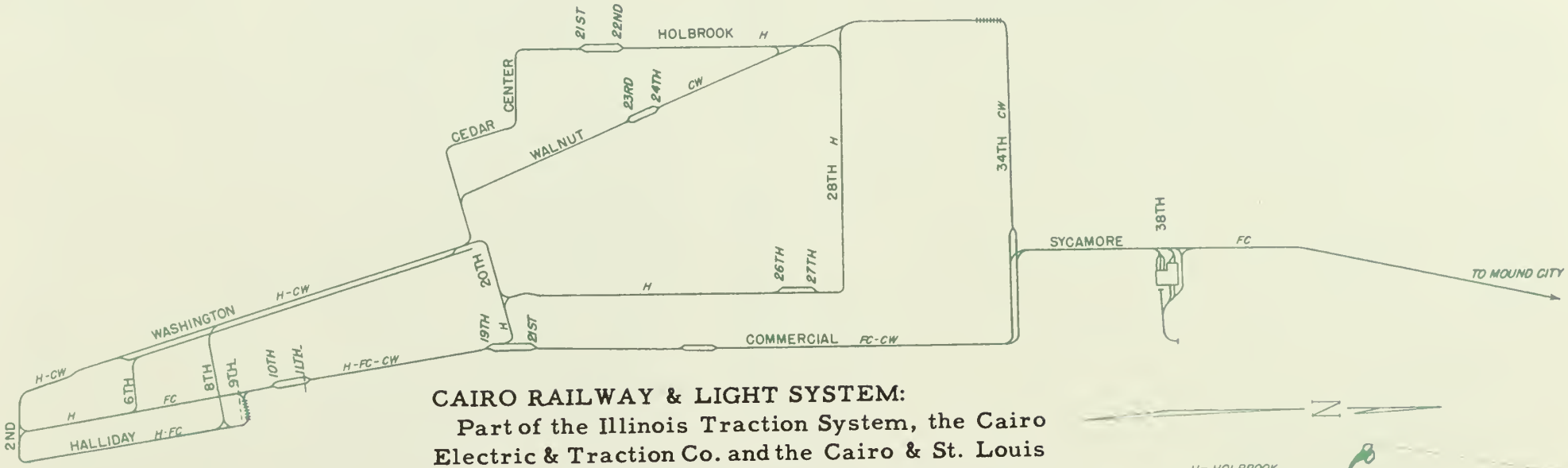
Stations and Sidings	101 AM Daily Ea Sun.	1 AM Daily	3 AM Daily	103 AM Daily Ex Sun.	5 AM Daily	7 AM Daily	9 AM Daily	11 AM Daily	15 AM Daily	17 PM Daily	19 PM Daily	21 PM Daily	Mileage
Eldorado		5 00	6 00		7 15	8 15	0 15	10 20	11.15	12 15	1 15	2 15	0 00
I. C. Conn.		5 04	6 04		7 19	8 10	0 19	10 23	11 19	12 19	1 10	2 19	0 63
Beulah		5 08	6 08		7 23	8 23	0 23	10 23	11 23	12 23	1 23	2 23	1 04
Wasson		5 13	102 / 6 13	6 15	7 28	8 28	0 28	10 20	11 28	12 28	1 28	2 28	3 24
Muddy		5 20	6 22	6 24	7 36	8 36	0 36	10 37	11 36	12 36	1 36	2 36	5.70
White City		5 24	6 26	6 28	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	7 47
Car Barn		5 25	6 27	6 / 6 29	7.42	8 42	9 42	10 42	11 42	12 42	1 42	2 42	7 74
Harrisburg	4 40	4 / 5 27	6 / 6 30		8 / 7 45	10 / 6 45	12 / 9 45	16 / 10 45	18 / 11 45	20 / 12 45	22 / 1 45	24 / 2 45	8 02
Davis	4 45	5 33	6 35		7 51	8 51	9 51	10 51	11 51	12 51	1 51	2 51	9 00
High School	4 47	5 35	6 37		7 53	8 53	0 53	10 53	11 53	12 53	1 53	2 53	9 03
~~Poor Farm~~	4 52	102 / 6 38	6 41		7 58	8 58	0 58	10 58	11 58	12 58	1 58	2 58	9 64
Heato	4 56	5 43	6 45		8 02	9 02	10 02	11 02	12 02	1 02	2 02	3 02	10 64
Ledford	4.57	5 45	6 47		6 03	9 03	10 03	11.03	12 03	1 03	2 03	3.03	11 75
~~East Limits~~	5.02	5 50	6.52		8 07	9 07	10 02	11 07	12 07	1 07	2 07	3 07	14 24
Carrier Mills	5 05	5 54	6 56		8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	15 13

Stations and Sidings	23 PM Daily	105 PM Daily Ex. Sun.	25 PM Daily	27 PM Daily	29 PM Daily	31 PM Daily	33 PM Daily	35 PM Daily	37 PM Daily	39 PM Daily	Stations and Sidings
Eldorado	3 15		4 15	5 15	6 15	7.15	6 20	0 15	10 15	11 10	Eldorado
I. C. Conn.	3 19		4 19	5 10	6 10	7.19	8 23	9 10	10 19	11.13	I. C. Conn.
Beulah	3 23		4 23	5 23	6 23	7.23	8 26	9 23	10 23	11 16	Beulah
Wasson	3 28	4 15	4 28	5 28	6 28	7 28	8 30	0 28	10 28	11 20	Wasson
Muddy	3 36	4 23	4 36	5 36	6 36	7 36	8 36	0 36	10 36	11 24	Muddy
White City	3 40	4 27	4 40	5 40	6 40	7 40	8 40	0 40	10 40	11 27	White City
Car Barn	3 42	4 28	4 42	5 42	6 42	7 42	8 42	0 42	10 42	11 28	Car Barn
Harrisburg	26 / 3 45	1 30	28 / 4 45	30 / 5 45	32 / 6 45	34 / 7 45	36 / 6 45	38 / 9 45	40 / 10 45	42 / 11 30	Harrisburg
Davis	3 51	26 / 4 37	4 51	5 51	6 51	7 51	8 51	0 51	10 50		Davis
High School	3 53	4 40	4 53	5 53	6 53	7 53	8 53	0 53	10 52		High School
Poor Farm	3 58	4 45	4 58	5 58	6 58	7 58	8 58	0 58	10 56		Poor Farm
Heato	4 02		5 02	6 02	7 02	8 02	9 02	10 02	11 00		Heato
Ledford	4 03		5 03	6 03	7 03	6 03	9 03	10 03	11 01		Ledford
East Limits	4 07		5 07	6.07	7 07	8 07	9 07	10 07	11 03		East Limits
Carrier Mills	4 10		5 10	6 10	7 10	8 10	9 10	10 10	11 08		Carrier Mills





Centralia Traction



CAIRO RAILWAY & LIGHT SYSTEM:

Part of the Illinois Traction System, the Cairo Electric & Traction Co. and the Cairo & St. Louis Railway were incorporated in October 1908. Construction of the line began in 1909 and was completed in 1910. Track of the city line was used by the interurban to the Cairo city limits, then private right-of-way to the limits of Mound City. Thru town, city streets were used, but then the line went on trackage rights over the Illinois Central Railroad (for which the 1914 rental was $139.74 per month) to the town of Mounds. Here the line took off again on city streets to its terminal. Total length of line was 8.31 miles, and there were 7 passenger and 3 freight motor cars.

On July 14, 1931 the company was authorized to abandon its entire line, which was done about August 1. For photos see Bulletin 98.

FRANK J. MISEK

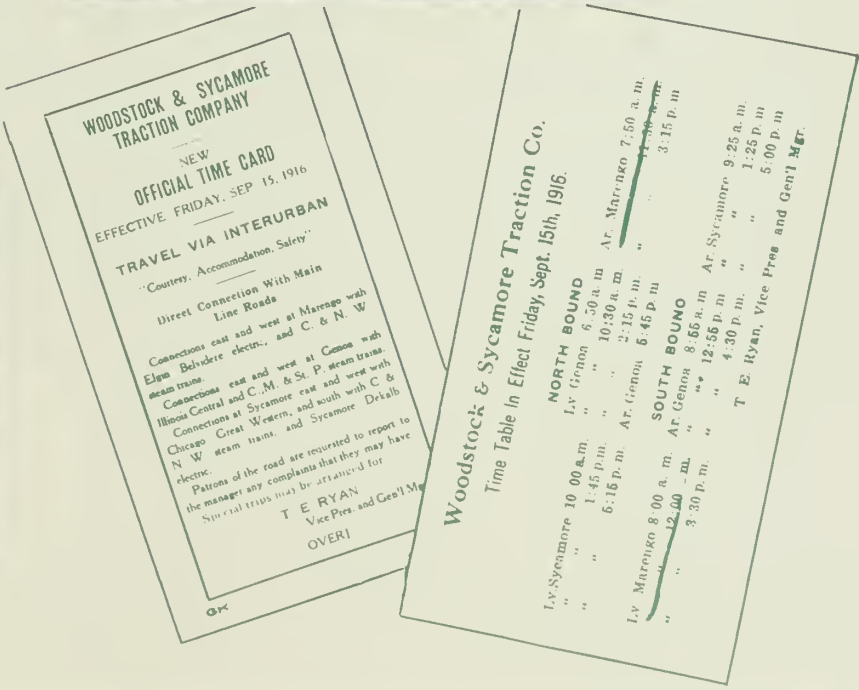
WOODSTOCK & SYCAMORE TRACTION CO.

While its operation was strictly that of an interurban railway, Woodstock & Sycamore Traction Company never had electric propulsion. It was promoted by the Brown family of St. Charles who had also pushed the Elgin & Belvidere line. Construction started in 1910 at the city limits of Sycamore and in the spring of 1911 the line had reached the city limits of Marengo. Construction was later extended through the streets of Marengo, altho track connection was not made with the Elgin & Belvidere line. Some grading was also done northward from Union to Woodstock, with the apparent intention of using either the E&B or Chicago & North Western Railway between Marengo and Union.

Operation was begun with three McKeen gas-mechanical cars painted red. The barn was at Genoa. Cars were turned at Sycamore on an unpowered turntable just north of the Chicago Great Western Railway tracks and at Marengo on a wye. Except for the barn tracks, there was no passing track on the entire road.

The huge, cranky McKeens proved unsuited for the line and spent quite a bit of their time on the ground. They were replaced by the much smaller gasoline car put out by the Fairbanks-Morse people, two of which were acquired.

After a short, futile history, Woodstock & Sycamore folded up before World War I.


WOODSTOCK & SYCAMORE TRACTION COMPANY

NEW OFFICIAL TIME CARD

EFFECTIVE FRIDAY, SEP 15, 1916

TRAVEL VIA INTERURBAN

"Courtesy, Accommodation, Safety"

Direct Connection With Main Line Roads

Connections east and west at Marengo with Elgin Belvedere electric, and C. & N. W. steam trains.

Connections east and west at Genoa with Illinois Central and C. M. & St. P. steam trains.

Connections at Sycamore east and west with Chicago Great Western, and south with C. & N. W. steam trains, and Sycamore Dekalb electric.

Patrons of the road are requested to report to the manager any complaints that they may have.

Special trips may be arranged for

T. E. RYAN
Vice Pres. and Gen'l Mgr.

OVER!

Woodstock & Sycamore Traction Co.

Time Table In Effect Friday, Sept. 15th, 1916.

NORTH BOUND

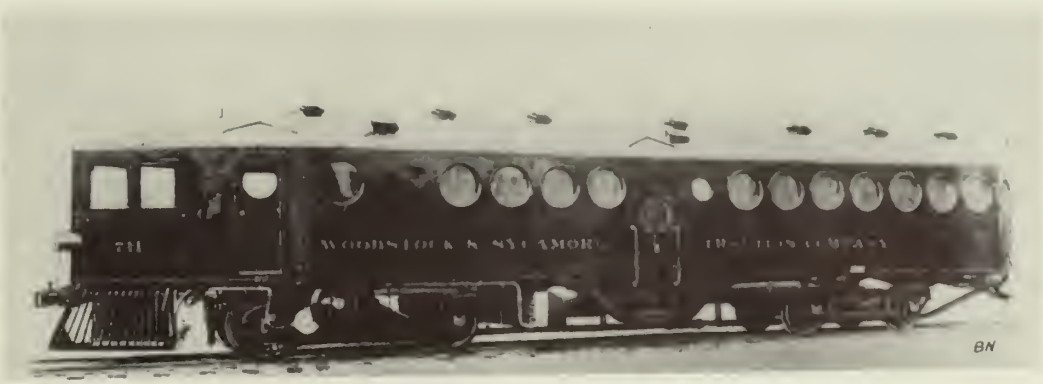
Lv Sycamore	10:00 a.m.	Lv Genoa	6:30 a.m.
" "	1:45 p.m.	" "	10:30 a.m.
" "	6:15 p.m.	Ar. Genoa	2:15 p.m.
		" "	5:45 p.m.
		Ar. Marengo	7:50 a.m.
		" "	[illegible]
		" "	3:15 p.m.

SOUTH BOUND

Lv Marengo	8:00 a.m.	Ar. Genoa	8:55 a.m.
" "	12:00 m.	" "	12:55 p.m.
" "	3:30 p.m.	" "	4:30 p.m.
		Ar. Sycamore	9:25 a.m.
		" "	1:25 p.m.
		" "	5:00 p.m.

T. E. Ryan, Vice Pres. and Gen'l Mgr.

The 26.5 miles of trolley-less interurban between Marengo and Sycamore was abandoned in 1918. Fate of these terrifying (but distinctive) gasoline motor cars is unknown.



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COVER PHOTOS:

Front cover:
Southern Illinois Railway & Power Company passenger extra 56 loading at Eldorado station.

Inside rear cover:
Elgin & Belvidere 208 enters west edge of Belvidere. Note the odd telephone-boothlike projection at the traindoor, just wide enough for a C6 controller, a brake valve type M22 and the motorman's knees.

Rear cover:
Rockford & Interurban Railway 709.

This book is the property of

CENTRAL ELECTRIC RAILFANS' ASSOCIATION
Bulletin 99, November, 1955.

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Outstanding among other reference works on Illinois electric railways:
Bulletin 3- Elec. Ry. Historical Society- Chicago & West Towns Railways.
Bulletin — ERHS -Rockford & Interurban Ry.

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